



COMMUNITY DEVELOPMENT COMMISSION

County of Los Angeles

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Executive Director

July 5, 2005

Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

**CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT AND ADOPT THE
FINDINGS OF FACT AND THE STATEMENT OF OVERRIDING CONSIDERATIONS
AND THE MITIGATION AND MONITORING PLAN FOR THE FLORENCE AND
ALAMEDA COMMERCIAL DEVELOPMENT PROJECT (1)
(3 Vote)**

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider and certify that the attached Final Environmental Impact Report (FEIR), has been completed in compliance with the requirements of the California Environmental Quality Act (CEQA) for construction of the Florence and Alameda Commercial Development Project, comprised of approximately 220,000 square feet of shopping center space and 18,000 square feet of general office space on an 18.3-acre project site bounded by Florence Avenue to the north, the Alameda Corridor freight rail facility and Alameda Street to the west, Roseberry Street to the east, and Leota Street to the south, in unincorporated Los Angeles County.
2. Adopt the findings contained in the FEIR and adopt the attached Mitigation and Monitoring Plan, required as a condition of project approval, for construction of the 238,000 square feet of retail and office space; and find that the project will have no adverse effect on wildlife resources, and authorize the Executive Director of the

Community Development Commission to complete and file with the County Clerk a Certificate of Fee Exemption for the project described above.

3. Adopt the attached Findings of Fact and the Statement of Overriding Considerations for the project's unavoidable adverse traffic impacts.
4. Find that the FEIR reflects the independent judgment of the County, and instruct the Executive Director to file with the County Clerk a Notice of Determination, as required by CEQA; and instruct the Executive Director of the Community Development Commission to take any and all actions necessary to complete the implementation of this environmental review action, for the project described above.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION:

CEQA requires that your Board, as lead agency, consider the FEIR and find that the project's potential benefits outweigh its potential unavoidable environmental impacts. Adoption of the findings in the FEIR, the Mitigation and Monitoring Plan, and the Findings of Fact and the Statement of Overriding Considerations, along with filing the Notice of Determination, will satisfy CEQA requirements.

FISCAL IMPACT/FINANCING:

There is no fiscal impact associated with this action.

FACT AND PROVISIONS/LEGAL REQUIREMENTS:

On December 14, 2004, your Board approved the submission of an application for a Section 108 loan, in the amount of \$8,250,000, and an Economic Development Initiative grant, in the amount of \$5,750,000, by the County of Los Angeles to the U.S. Department of Housing and Urban Development (HUD), to provide economic development gap financing for the project.

The project involves construction of an approximately 238,000 square foot development, including 220,000 square feet of leasable retail shopping center space and 18,000 square feet of general office space. The shopping center would include both major and minor retail tenants. The general office space would be located on the upper level of the development. The project also includes 1,153 surface parking spaces.

Approval of the FEIR will satisfy CEQA requirements and allow the Florence and Alameda Commercial Development Project to proceed.

ENVIRONMENTAL DOCUMENTATION:

An Environmental Assessment was prepared for the project pursuant to the requirements of the National Environmental Policy Act of 1969 (NEPA). This document describes the proposed project, evaluates the potential environmental effects, and describes the mitigation measures necessary to avoid potentially significant environmental effects from the project. Although this project will create significant traffic impacts, the impacts will not be regionally significant nor exceed any adopted HUD standards. Therefore, based on the conclusions and findings of the Environmental Assessment, a Finding of No Significant Impact was approved by the Certifying Official of the Community Development Commission on June 2, 2005. Following the required public and agency comment period, the U.S. Department of Housing and Urban Development issued a Release of Funds for the project on June 21, 2005.

Consistent with the provisions of the CEQA Guidelines, Article 14, Section 15065, the County prepared and circulated a Draft Environmental Impact Report (DEIR) for the Florence and Alameda Commercial Development Project. A Notice of Preparation for the DEIR was circulated between January 14, 2004 and February 12, 2004. Due to the extended preparation and approval time required for the completion of the traffic study for this project, the County requested a shortened DEIR comment period from the State Clearinghouse. The State Clearinghouse approved the request to shorten the comment period from 45 days to 30 days. The 30 day comment period for the DEIR ended on June 20, 2005.

Upon completion of the traffic study, it was determined that this project will have unavoidable environmental impacts related to traffic. Your Board must adopt a Statement of Overriding Considerations pursuant to Article 14, Section 15093 of the CEQA Guidelines indicating the project benefits outweigh the potential adverse environmental impacts.

Certifying the FEIR, and adoption of the Findings of Fact and the Statement of Overriding Considerations and the Mitigation and Monitoring Plan, and filing a Notice of Determination with the County Clerk, will satisfy CEQA requirements. A fee must be paid to the State Department of Fish and Game when certain notices required by CEQA are filed with the County Clerk. The County is exempt from paying this fee when your Board finds that the project will have no significant impact on wildlife resources. The project is located in an urban setting, and the Environmental Assessment concludes there will be no adverse effect on wildlife resources.

Honorable Board of Supervisors

July 5, 2005

Page 4

The environmental review record for this project is available for viewing by the public during regular business hours at the Community Development Commission's main office, located at 2 Coral Circle, Monterey Park.

IMPACT ON CURRENT PROJECT:

The Board's certification of the FEIR, and adoption of the Findings of Fact and the Statement of Overriding Considerations and the Mitigation and Monitoring Plan, and the Board's authorization to file the Notice of Determination will enable the project to proceed.

Respectfully submitted,

CARLOS JACKSON
Executive Director

Attachments: 3

Los Angeles County
Community Development Commission

Florence & Alameda Commercial Center

Final **Environmental Impact Report**

SCH #2004021095

June 2005

**FLORENCE & ALAMEDA
COMMERCIAL CENTER**

Final
Environmental Impact Report
SCH #2004021095

Prepared by:

**Los Angeles County Community
Development Commission**
2 Coral Circle
Monterey Park, CA 91755

Prepared with the assistance of:

Rincon Consultants, Inc.
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June 2005

Florence & Alameda Commercial Center EIR

Table of Contents

	Page
Executive Summary	ES-1
1.0 Introduction	1-1
1.1 Purpose and Legal Authority	1-1
1.2 EIR Scope and Content	1-1
1.3 Lead, Responsible and Trustee Agencies	1-2
1.5 Environmental Review Process	1-2
2.0 Project Description	
2.1 Project Applicant	2-1
2.2 Project Location	2-1
2.3 Current Land Use and Regulatory Pattern	2-1
2.4 Project Characteristics	2-1
2.5 Project Objectives	2-6
2.6 Required Approvals	2-8
3.0 Environmental Impact Analysis	3-1
3.1 Traffic and Circulation	3.1-1
3.2 Noise	3.2-1
3.3 Air Quality	3.3-1
4.4 Land Use	4.4-1
4.0 Growth Inducing Effects	4-1
4.1 Population and Economic Growth	4-1
4.2 Removal of Obstacles to Growth	4-1
4.3 Precedent Setting Potential	4-1
5.0 Alternatives	
5.1 Alternative 1: No Project	5-1
5.2 Alternative 2: Reduced Project	5-2
5.3 Discussion of Alternative Sites	5-3
5.4 Environmentally Superior Alternative	5-4
6.0 References and Report Preparers	6-1
6.1 References	6-1
6.2 Agencies Contacted	6-1
6.3 List of Preparers	6-1

List of Figures

Figure 2-1	Regional Location.....	2-2
Figure 2-2	Project Site Location.....	2-3
Figure 2-3	Surrounding Views	2-4
Figure 2-4	Existing Site Conditions.....	2-5
Figure 2-5	Project Site Plan	2-7

List of Tables

Table ES-1	Summary of Environmental Impacts and Mitigation Measures	ES-3
Table 2-1	Current Site Information	2-6
Table 3.1-1	Peak Hour Level of Service – 2003 Conditions	3.1-2
Table 3.1-2	Peak Hour Level of Service – 2005 Conditions	3.1-3
Table 3.1-3	Project Trip Generation Calculations	3.1-4
Table 3.1-4	Peak Hour Intersection Operations – Ambient Growth + Project	3.1-5
Table 3.1-5	Determination of Significant Project Impacts	3.1-6
Table 3.1-6	Parking Requirements	3.1-8
Table 3.1-7	Peak Hour Intersection Operations – Ambient Growth + Related Projects.....	3.1-9
Table 3.1-8	Peak Hour Intersection Operations – Ambient Growth + Related Projects + Project	3.1-9
Table 3.1-9	Determination of Significant Cumulative Impacts.....	3.1-10
Table 3.2-1	Exterior Noise Standards for On-Site Noise Sources	3.2-3
Table 3.2-2	Typical Noise Levels at Construction Sites	3.2-4
Table 3.2-3	Calculated Noise Associated with Traffic on Area Roadways.....	3.2-6
Table 3.2-4	Typical Parking Lot Noise Sources at 30 Feet from the Source	3.2-8
Table 3.3-1	Federal and State Ambient Air Quality Standards	3.3-2
Table 3.3-2	Ambient Air Quality at Area Monitoring Stations.....	3.3-4
Table 3.3-3	Worst-Case Daily Emissions During Construction.....	3.3-7
Table 3.3-4	Unmitigated Operational Emissions Associated with the Project	3.3-9
Table 5-1	Comparison of Project Alternatives.....	5-1
Table 5-2	Alternative 2 Vehicle Trip Generation	5-3

Appendices

Appendix A:	Notice of Preparation Responses
Appendix B:	Environmental Assessment
Appendix C:	Traffic Study
Appendix D:	Noise Calculations
Appendix E:	Air Quality Calculations
Appendix F:	Responses to Comments on the Draft EIR

EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, alternatives, environmental impacts associated with the proposed project, recommended mitigation measures, and the level of significance of project impacts after mitigation.

PROJECT SYNOPSIS

Project Applicant

Florence Alameda Associates, LLC
8853 Sunset Blvd., Second Floor
West Hollywood, CA 90069

Project Description

The proposed project involves construction of an approximately 246,000 square foot development, including 232,000 square feet of shopping center leasable space and 14,000 square feet of general office space. The shopping center would include both major and minor retail tenants. The general office space would be located on the upper level of the development. The proposal also includes 1,153 surface parking spaces.

Required Approvals

The project site is under the County of Los Angeles land use regulatory jurisdiction. The proposed project is consistent with the current General Plan land use designation and zoning for the site. Building and grading permits, and other related permit approvals would be needed prior to project construction.

The project would require certification of the Final EIR by the Los Angeles County Community Development Commission (LACDC) and approval of requested federal funding by the LACDC and the federal Department of Housing and Urban Development (HUD). An Environmental Assessment (EA) has been prepared and circulated separately to meet the federal environmental review requirements of the National Environmental Policy Act (NEPA).

Project Objectives

The objective of the proposed Florence & Alameda Commercial Center is to redevelop a blighted area to provide an attractive, commercially viable shopping center. The project would utilize Community Development Block Grant (CDBG) funding from the Department of Housing and Urban Development.

Areas of Controversy

There are no areas of known controversy for the proposed project.

ALTERNATIVES

Two alternatives to the proposed project were selected for consideration, as described below.

Alternative 1 - No Project. This alternative assumes that the project is not constructed and that the project site continues to be maintained in its current industrial/ commercial/residential use.

Alternative 2 - Reduced Project. The Reduced Project alternative would reduce the amount of retail and office space by 25%. This alternative would include approximately 174,000 square feet of retail and 10,500 square feet of office space, for a total floor area of 184,500 square feet. The purpose of this alternative is to partially address the unavoidably significant traffic impacts of the proposed project.

The No Project Alternative is considered environmentally superior overall, since no environmental impacts would occur. The Reduced Project alternative is also considered environmentally superior to the proposed project because it would reduce impacts in all issue areas. It would reduce, but not eliminate, the proposed project's significant impacts in the area of traffic and circulation.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 lists the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts, which require a statement of overriding considerations pursuant to Section 15093 of the *CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *CEQA Guidelines*. Class III impacts are adverse, but less than adopted significance thresholds. Class IV impacts are those where no effect would occur or where the effect would be beneficial.

**Table ES-1 Summary of Environmental Impacts,
Mitigation Measures, and Residual Impacts**

Impact	Mitigation Measures	Significance After Mitigation
TRAFFIC AND CIRCULATION		
Impact T-1 Project operation would increase traffic levels on the local circulation system, resulting in a significant impact at the Alameda Street/Florence Avenue intersection. Because no feasible mitigation is available, the project's impact at that location is considered Class I, unavoidably significant.	No mitigation is available.	Unavoidably significant.
Impact T-2 Project-generated traffic would not cause traffic levels to degrade below CMP standards at CMP intersections. This is considered a Class III, less than significant impact.	None required.	Less than significant.
Impact T-3 The 1,153 spaces proposed for the site exceed the County Code requirement by 190 spaces. Thus, parking impacts are considered Class III, less than significant.	None required.	Less than significant.
Impact T-4 Cumulative + project traffic would result in significant impacts at four study intersections. Because no feasible mitigation is available for three intersections, cumulative impacts are considered Class I, unavoidably significant.	The following measure is available for one of the significantly affected intersections: T-4 Santa Fe Avenue/Florence Avenue. A northbound protected left-turn phase shall be added to the existing traffic signal at the Santa Fe Avenue/Florence Avenue intersection.	Unavoidably significant at the following three intersections: <ul style="list-style-type: none"> • Alameda Street/ Florence Avenue • Pacific Boulevard/ Florence Avenue • Alameda Street/ Nadeau Street
NOISE		
Impact N-1 Project construction would intermittently generate high noise levels on and adjacent to the site. This may affect sensitive receptors near the project site. This is considered a Class II, significant but mitigable impact.	N-1(a) Construction Hours. Construction activities at the site shall be limited to weekdays, between the hours of 7:00 a.m. to 7:00 p.m. N-1(b) Diesel Equipment Specifications. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers. N-1(c) Electrical Power. Electrical power shall be used to run air compressors and similar power tools.	Less than significant.
Impact N-2 Project-generated traffic would incrementally increase noise levels on roadways in the project vicinity. However, because the change in noise would not exceed established thresholds, this impact is considered Class III, less than significant.	None required.	Less than significant.



**Table ES-1 Summary of Environmental Impacts,
Mitigation Measures, and Residual Impacts**

Impact	Mitigation Measures	Significance After Mitigation
Impact N-3 Noise generated by truck deliveries, parking lot activity, and onsite circulation of motor vehicles associated with the project would be audible periodically at nearby residences and could exceed County noise ordinance standards if such events occur at night. This is considered a Class II, significant but mitigable impact.	<p>N-3(a) Loading Dock Barriers. To ensure that loading dock operations do not generate noise exceeding applicable noise standards, all loading bays on the east side of the site shall include solid block walls not less than 8 feet in height between the loading bay and the adjacent residences.</p> <p>N-3(b) Time Restrictions. To minimize noise disturbance due to onsite activity, onsite trash pickup services, street and parking lot sweeping, and truck deliveries shall be restricted to between the hours of 7:00 AM and 10:00 PM.</p>	Less than significant.
AIR QUALITY		
Impact AQ-1 Project construction would result in temporary emissions of air pollutants. However, emissions are expected to remain below SCAQMD thresholds; therefore, construction-related emissions are considered Class III, less than significant.	<p>Significant impacts are not anticipated. Nevertheless, the following measures are recommended.</p> <p>AQ 1(a) Dust Control. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust onsite as follows:</p> <ul style="list-style-type: none"> During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. <p>AQ 1(b) Construction Equipment Conditions. Construction equipment used onsite shall meet the following conditions in order to minimize NOx emissions:</p> <ul style="list-style-type: none"> The number of pieces of equipment operating simultaneously must be minimized through efficient management 	Less than significant.



**Table ES-1 Summary of Environmental Impacts,
Mitigation Measures, and Residual Impacts**

Impact	Mitigation Measures	Significance After Mitigation
	<p>practices;</p> <ul style="list-style-type: none"> • Construction equipment must be maintained per manufacturer's specifications; • Equipment shall be equipped with 2- to 4 degree engine timing retard or precombustion chamber engines; • Catalytic converters shall be installed, if feasible; • Diesel powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and • NOx emissions during construction shall be reduced by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time. <p>AQ-1(c) Low VOC Coatings. The project applicant shall use low volative organic compound (VOC) architectural coatings in construction in accordance with SCAQMD Rule 1113 and shall coordinate with the SCAQMD to determine which coatings would reduce VOC emissions to the maximum degree feasible.</p>	
<p>Impact AQ-2 Operation of the project would increase air pollutant emissions within the South Coast Air Basin. However, emissions would be less than SCAQMD significance thresholds. Therefore, this is considered a Class III, less than significant impact.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Impact AQ-3 Long-term mobile emissions associated with the proposed project would incrementally increase carbon monoxide (CO) concentrations at heavily congested intersections in the area. However, because CO levels would remain within state and federal standards, such impacts are considered Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant.</p>

1.0 INTRODUCTION

This document is a Draft Environmental Impact Report (EIR) that evaluates the development of a 18.3-acre area within the unincorporated community of Florence in Los Angeles County. The proposed project, known as the Florence & Alameda Commercial Center, involves the development of an approximately 246,000 square foot retail and office development, including a 232,000 square foot shopping center and 14,000 square feet of office space. The project is described in detail in Section 2.0, *Project Description*.

This section describes: (1) the purpose and legal authority of the EIR; (2) the scope and content of the EIR; (3) lead, responsible, and trustee agencies; and (4) the environmental review process required under the California Environmental Quality Act (CEQA).

1.1 PURPOSE AND LEGAL AUTHORITY

This EIR has been prepared in compliance with the California Environmental Quality Act (CEQA), the State *CEQA Guidelines* (California Code of Regulations, Title 14), and the *CEQA Regulations* (California Code of Regulations Parts 1501-1508). Consistent with CEQA, this EIR is a public information document that assesses the potential environmental impacts of the proposed project and identifies mitigation measures and alternatives that could reduce or avoid identified significant environmental impacts.

1.2 EIR SCOPE AND CONTENT

In accordance with the *CEQA Guidelines*, a Notice of Preparation (NOP) was distributed to affected agencies and the public for the required 30-day period in December 2003. The NOP and responses to the NOP are presented in Appendix A. An Environmental Assessment (EA) prepared for proposed project pursuant to the National Environmental Policy Act (NEPA) served as the CEQA Initial Study for the proposed project. That document, which has been circulated for public review in accordance with NEPA requirements, is included in Appendix B.

This EIR addresses the issues determined to be potentially significant based on the Initial Study and responses to the NOP. Issues that are addressed in this EIR include:

- *Transportation/Circulation*
- *Air Quality*
- *Noise*

The NOP responses also suggested other areas for analysis. Notably, the Department of Toxic Substances Control suggested analysis of potential soil contamination issues on the project site. However, previous analysis contained in the EA included in Appendix B already determined that there are no contamination issues on the site. Based on the EA findings, it was also determined that there is no evidence to suggest that significant impacts would occur with respect to other issues raised in the NOP responses, such as solid waste, flooding, and geotechnical hazards.

The EIR addresses the three issues referenced above and identifies potentially significant environmental impacts, including both project-specific and cumulative impacts, in accordance with the *CEQA Guidelines*. In addition, the EIR recommends feasible mitigation measures that would reduce or eliminate adverse environmental effects.

The analysis sections of the EIR include a description of the physical and regulatory setting within each issue area, followed by an analysis of the project's impacts. Each specific impact is called out separately and numbered, followed by an explanation of how the level of impact was determined. When appropriate, feasible mitigation measures follow the impact discussion. Measures are numbered to correspond to the impact that they mitigate. Finally, following the mitigation measures is a discussion of the residual impact that remains following implementation of recommended measures.

The *Alternatives* section of the EIR (Section 5.0) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the project while feasibly attaining most of the project's basic objectives. Alternatives evaluated include the CEQA-required "No Project" scenario and an alternative development scenario for the site. The EIR also identifies the "environmentally superior" alternative among the options studied.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The *CEQA Guidelines* provide the standard of adequacy on which this document is based. The *Guidelines* state:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure. (Section 15151)

1.3 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

The *CEQA Guidelines* require identification of "lead," "responsible," and "trustee" agencies. The County of Los Angeles Community Development Commission (LACDC) is the "lead agency" for the project because it holds discretionary funding authority for the proposed project and because the County of Los Angeles has primary authority to approve project construction.

A "responsible agency" is a public agency other than the "lead agency" that has discretionary approval authority over the project (the *CEQA Guidelines* define a public agency as a state or local agency, but specifically exclude federal agencies from the definition). There are no responsible agencies for the proposed project.

A "trustee agency" refers to a state agency having jurisdiction by law over natural resources affected by a project. There are no trustee agencies for the proposed project.

1.4 ENVIRONMENTAL REVIEW PROCESS

The environmental review process, as required under CEQA, is summarized below.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days.
2. **Draft EIR Prepared.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion.** A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the Notice in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit comments from the public and respond in writing to all written comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless a shorter period is approved by the Clearinghouse (Public Resources Code 21091).
4. **Final EIR.** A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings

and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).

7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

2.0 PROJECT DESCRIPTION

The proposed project involves the development of an 18.3-acre area within the unincorporated community of Florence in Los Angeles County. The specific characteristics of the project, including the project applicant, are described below.

2.1 PROJECT APPLICANT

Florence Alameda Associates, LLC
8853 Sunset Blvd., Second Floor
West Hollywood, CA 90069

2.2 PROJECT LOCATION

The 18.3-acre project site is located within the unincorporated community of Florence in Los Angeles County. It is bounded by Florence Avenue to the north, the Alameda Corridor freight rail facility and Alameda Street to the west, Roseberry Street to the east, and Leota Street to the south. The project location is shown in Figure 2-1 and Figure 2-2.

2.3 CURRENT LAND USE AND REGULATORY PATTERN

The project site currently contains vacant industrial warehouses, some commercial buildings and one residence. Several of the warehouses are vacant. Figures 2-3 and 2-4 illustrate current conditions on-site and in the site vicinity. The site is currently zoned *Industrial*, a classification that allows a variety of industrial and commercial uses. Table 2-1 summarizes the current land use and regulatory characteristics of the site.

The project site is bounded by Florence Avenue to the north, the Alameda Corridor freight rail facility (in a subterranean trench) and Alameda Street to the west, Roseberry Street to the east, and Leota Street to the south. To the north across Florence Avenue are commercial retail and restaurant uses. Across Roseberry Street to the east is single-family residences. To the west across Alameda Street there are several auto service and sales businesses, and to the south, across Leota Street is a glass recycling facility. An eight-foot concrete sound wall separates Roseberry Street and the residences to the east.

2.4 PROJECT CHARACTERISTICS

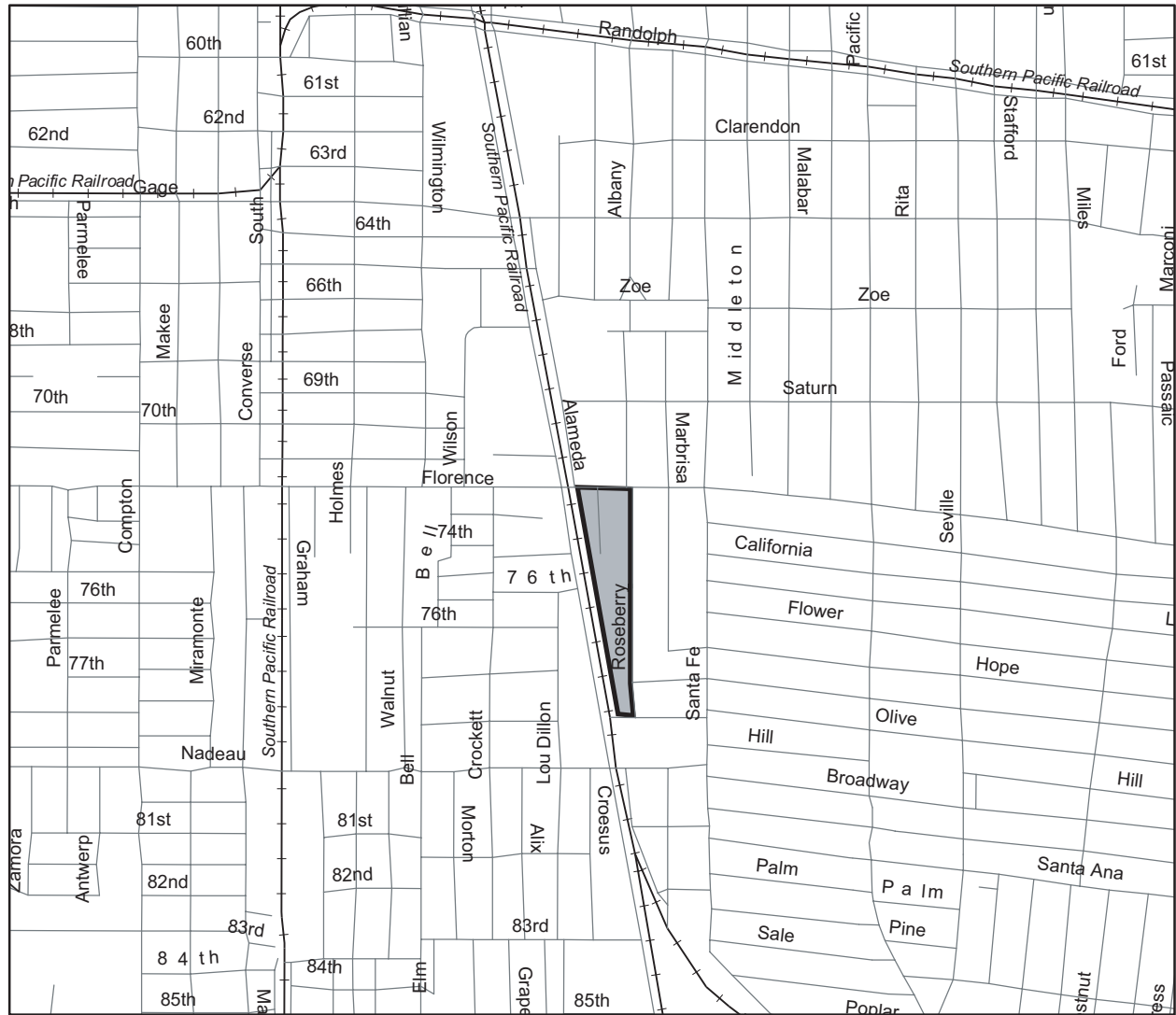
2.4.1 Proposed Land Uses

The proposed project involves construction of an approximately 246,000 square foot development, including 232,000 square feet of shopping center leasable space and 14,000 square feet of general office space. The shopping center would include both major and minor retail tenants. The general office space would be located on the upper level of the development. The proposal also includes 1,153 surface parking spaces. The proposed site plan is provided in Figure 2-5.

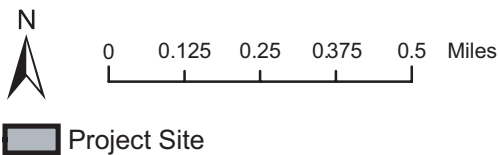


Regional Location

Figure 2-1
LACDC



Source: US Bureau of the Census, TIGER Data, 2000.



Project Site Location

Figure 2-2



View of residential development east of project site, looking north from Roseberry.



View looking southwest from corner of Florence Avenue and Alameda Street.



Single-family home east of project site, near intersection of Florence and Roseberry.

Surrounding Views

Figure 2-3
LACDC



View of project site from Roseberry looking northwest toward Florence Avenue.



Single-family residence at south end of project site, fronting Leota Street.



View of north end of project site, looking southwest from Florence.

Existing Site Conditions

Figure 2-4
LACDC

Table 2-1 Current Site Information

Site Characteristic	Description
Site Size	18.3 acres
Assessor Parcel Numbers	6025-026-001, 6025-026-002, 6025-026-003, 6025-026-004, 6025-026-018, 6025-026-026, 6025-026-020, 6025-026-021, 6025-026-022, 6025-026-023, 6025-026-025, 6025-026-024, 6025-030-011, 6025-030-007, 6025-034-009, 6025-034-005, 6025-034-010, 6025-034-008, 6025-034-007, 6025-034-011, 6025-034-012, 6025-034-003, 6025-034-006
Existing On-Site Development	Industrial, commercial, and one residence
General Plan Land Use Designation and Zoning	Industrial
Surrounding Land Uses	North: Commercial South: Commercial/Industrial East: Single-family residential development West: Commercial
Access	From North: Florence Ave. From West: Alameda Street across railroad trench From East: Roseberry Ave. From South: Leota Street

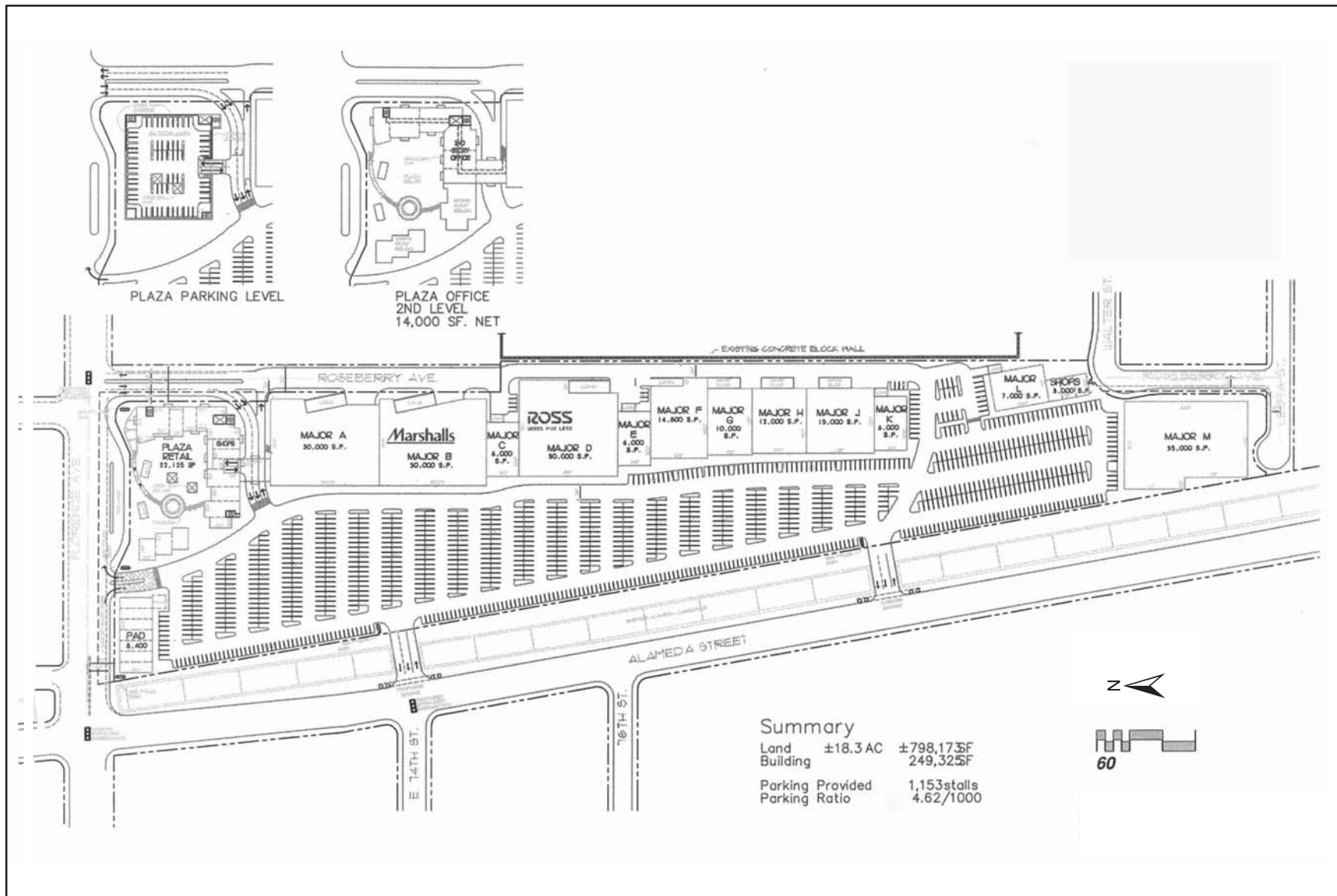
2.4.2 Site Access and Roadways

Florence Avenue to the north is an east-west four lane arterial roadway with parking prohibitions during the morning and evening peak periods that provide a third through lane in each direction. Leota Street to the south is an east-west local street that dead ends on the west end with a culs-de-sac before the Alameda Corridor trench. Alameda Street to the east is a four-lane north-south arterial roadway where on-street parking is prohibited, and left turn lane pockets exist only at intersections. Roseberry Avenue to the west is a north south two-lane local street. Other major streets in the vicinity are Gage Avenue to the north, Compton Avenue to the east, Wilmington Avenue to the east, and Nadeau Street to the south.

The proposed project includes two driveways along Alameda Street, one driveway on Florence Avenue, and one driveway on Roseberry Avenue. As part of the proposed development, a portion of Roseberry Avenue between Florence Avenue and Nadeau Street would be closed and converted to a project driveway.

2.5 PROJECT OBJECTIVES

The objective of the proposed Florence and Alameda Commercial Center is to redevelop a blighted area to provide an attractive, commercially viable shopping center. The project would utilize Community Development Block Grant (CDBG) funding from the Department of Housing and Urban Development.



Source: Katz, Okitsu & Associates, 2003.

Project Site Plan

Figure 2-5

LACDC

2.6 REQUIRED APPROVALS

The project site is under the County of Los Angeles land use regulatory jurisdiction. The proposed project is an allowed use under the current General Plan land use designation and zoning for the site. Building and grading permits, and other related permit approvals would be needed prior to project construction.

The project would require certification of the Final EIR by the Los Angeles County Community Development Commission (LACDC) and approval of requested federal funding by the LACDC and the federal Department of Housing and Urban Development (HUD). An Environmental Assessment (EA) has been prepared and circulated separately to meet the federal environmental review requirements of the National Environmental Policy Act (NEPA).

3.0 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the possible environmental effects of the proposed project for the issue areas that were identified as having the potential to experience significant impacts. “Significant effect” is defined by Section 15382 of the *State CEQA Guidelines* as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

The assessment of each issue area begins with a description of the current setting for the issue area being analyzed, followed by an analysis of the project’s effect within that issue area. The first subsection of the impact analysis identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

Class I, Unavoidably Significant: An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the *State CEQA Guidelines*.

Class II, Significant but Mitigable: An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the *State CEQA Guidelines*.

Class III, Not Significant: An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.

Class IV, No Impact: The project would result in no change from baseline conditions.

Following each environmental effect discussion is a listing of recommended mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measures. In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other future development in the area.

3.1 TRAFFIC AND CIRCULATION

This section evaluates the project's impact to the local transportation and circulation network. The analysis is based upon a traffic study prepared for the project by Katz, Okitsu & Associates. That study, dated November 18, 2004, is included in its entirety in Appendix C.

3.1.1 Setting

a. Existing Conditions.

Existing Street Network. The area circulation system is comprised of arterials and collector streets. The major roadways serving the site are discussed in the following text.

Gage Avenue is a four-lane east-west arterial roadway that provides access between the neighborhood of Florence and adjacent cities. The Gage Avenue intersections with Hooper Avenue, Compton Avenue, and Wilmington Avenue are controlled by two-phase traffic signals.

Compton Avenue is a four-lane north-south arterial roadway. North of Gage Avenue, the adjacent land uses are residential.

Alameda Street is a four-lane north-south arterial roadway. Adjacent land uses are primarily commercial and light industrial. On-street parking is prohibited, and left turn lane pockets exist only at intersections. The roadway provides north-south regional access, and on its north end it provides direct access to downtown Los Angeles. The Alameda Corridor freight rail facility runs along the eastern side of Alameda Street – this facility is in a trench and is therefore grade-separated from all study area east-west roadways.

Wilmington Avenue is a two-lane north-south collector roadway in the vicinity of Florence Avenue. Adjacent land uses are primarily commercial within the study area. Surrounding land uses are primarily light industrial. South of 76th Place, land uses are primarily residential.

Florence Avenue is an east-west four lane arterial roadway located on the north side of the Project site. There are parking prohibitions during the morning and evening peak periods that provides a third through lane in each direction. The Florence Avenue intersections with Compton Avenue, Santa Fe Avenue, Pacific Boulevard, Mountain View Avenue, and Miles Avenue are controlled by two-phase traffic signals. The roadway's intersections with Alameda Street and Pacific Boulevard are controlled by eight-phase traffic signals (all left turns with protected/permissive phasing). Stop-sign control is utilized at the roadway's intersection with Wilmington Avenue, and the offset intersection with Albany Street / Roseberry Avenue, with no control on the east/west approaches. The land uses on Florence Avenue are primarily commercial.

Nadeau Street is an east-west two-lane roadway with on-street parking. There are two-phase traffic signals at Compton Avenue, Alameda Street, and Santa Fe Avenue. West of Alameda Street, land uses are a mix of commercial and light industrial. West of Pacific Boulevard, the roadway provides a continuous left turn lane, and land uses are primarily single-family residential.

b. Existing Volumes and Levels of Service.

Intersection Operations. Table 3.1-1 provides a summary of the level of service analysis conducted for the existing (year 2003) scenario. Level of service at the signalized study intersections is calculated by the volume/capacity (V/C) ratio, represented by the Intersection Capacity Utilization (ICU) value. For unsignalized intersections, level of service is calculated from average seconds of delay per vehicle calculated via the Highway Capacity manual method.

**Table 3.1-1
Peak Hour Level of Service – 2003 Conditions**

Intersection	AM Peak		PM Peak	
	ICU Value (V/C)	LOS	ICU Value (V/C)	LOS
1. Compton Avenue/Gage Avenue	0.475	A	0.606	B
2. Wilmington Avenue/Gage Avenue	0.461	A	0.505	A
3. Compton Avenue/Florence Avenue	0.618	B	0.789	C
4. Wilmington Avenue/Florence Avenue*	26.1 sec	D	24.5 sec	C
5. Alameda Street/Florence Avenue	0.748	C	0.846	D
6. Albany-Roseberry/Florence Avenue*	23.4 sec	C	34.4 sec	D
7. Santa Fe Avenue/Florence Avenue	0.625	A	0.786	C
8. Pacific Boulevard/Florence Avenue	0.552	A	0.833	D
9. Miles Avenue/Florence Avenue	0.593	A	0.589	A
10. Mountain View Avenue/Florence Avenue	0.570	A	0.727	C
11. Compton Avenue/Nadeau Street	0.593	A	0.638	B
12. Alameda Street/Nadeau Street	0.789	C	0.850	D
13. Santa Fe Avenue/Nadeau Street	0.711	C	0.756	C

* Unsignalized intersection. Table shows delay instead of V/C ratio for this intersection.

Under the existing conditions scenario, eight of the study intersections operate at LOS C or better during the a.m. and p.m. peak periods. The intersection of Wilmington Avenue/Florence Avenue operates at LOS D in the a.m. peak hour and the intersection of Albany-Roseberry/Florence Avenue operates at LOS D in the p.m. peak hour. Both of these intersections are unsignalized. The signalized intersections of Alameda Street/Florence Avenue, Pacific Boulevard/Florence Avenue, and Alameda Street/Nadeau Street operate at LOS D in the p.m. peak period.

Ambient Growth. The Los Angeles County Congestion Management Program (CMP) has defined a series of average traffic growth factors for the County, including the project area (Southeast). The CMP growth factors indicate a 0.6% annual growth rate in this area. As a result, existing volumes are expected to increase by 1.2% due to ambient growth by the time the projects are completed and occupied in the Year 2005. This 1.2% growth factor was rounded up to 2.0%, to provide a conservative analysis of future conditions for this report. Table 3.1-2 summarizes the level of service analysis conducted for the future (year 2005) ambient growth scenario.

**Table 3.1-2
Peak Hour Level of Service – 2005 Conditions**

Intersection	AM Peak		PM Peak	
	ICU Value (V/C)	LOS	ICU Value (V/C)	LOS
1. Compton Avenue/Gage Avenue	0.498	A	0.626	B
2. Wilmington Avenue/Gage Avenue	0.475	A	0.522	A
3. Compton Avenue/Florence Avenue	0.639	B	0.817	D
4. Wilmington Avenue/Florence Avenue*	29.1 sec	D	27.4 sec	D
5. Alameda Street/Florence Avenue	0.774	C	0.876	D
6. Albany-Roseberry/Florence Avenue*	25.2 sec	D	38.6 sec	E
7. Santa Fe Avenue/Florence Avenue	0.646	B	0.813	D
8. Pacific Boulevard/Florence Avenue	0.579	A	0.862	D
9. Miles Avenue/Florence Avenue	0.619	B	0.622	B
10. Mountain View Avenue/Florence Avenue	0.619	B	0.853	D
11. Compton Avenue/Nadeau Street	0.612	B	0.659	B
12. Alameda Street/Nadeau Street	0.817	D	0.880	D
13. Santa Fe Avenue/Nadeau Street	0.735	C	0.782	C

* Unsignalized intersection. Table shows delay instead of V/C ratio for this intersection.

The increase in traffic resulting from ambient traffic growth worsens intersection levels of service to LOS D, E, or F in a few locations. Operations at the intersection of Albany Street-Roseberry Avenue/Florence Avenue worsen from LOS C to D in the a.m. peak period, and from LOS D to E during the p.m. peak period. The intersection of Wilmington Avenue/Florence Avenue remains at LOS in the a.m. peak period, but worsens from LOS C to D in the p.m. peak period. The intersections of Compton Avenue/Florence Avenue, Santa Fe Avenue/Florence Avenue, Pacific Boulevard/Florence Avenue, and Mountain View Avenue/Florence Avenue worsen from LOS C to D in the p.m. peak period. All other study intersections remain at LOS C or better.

4.8.2 Impact Analysis and Mitigation Measures

a. Methodology and Significance Thresholds.

Project Trip Generation. The traffic generation characteristics of the project were estimated based on rates in the Institute of Traffic Engineers *Trip Generation Manual*, 6th Edition. Table 3.1-3 summarizes all calculations for Project trip generation. These calculations include trip credits for the removal of existing uses, pass-by trips, and internal trip capture. Pass-by trips and internal trip capture are based on rates and methodologies defined in the ITE Trip Generation Handbook (March 2001)

Project Trip Distribution and Assignment. The Project trip distribution was developed by Katz, Okitsu & Associates, utilizing year 2000 U.S. Census population data for local census tracts within a five-mile radius of the Project site. Figure 8 in Appendix C illustrates the trip

**Table 3.1-3
Project Trip Generation Calculations**

Existing Trip Generation – Uses to be Demolished									
Land Use	Intensity	Units	Daily	Weekday AM Total	Weekday AM In	Weekday AM Out	Weekday PM Total	Weekday PM In	Weekday PM Out
General Light Industrial	10.577	KSF	-74	-10	-9	-1	-10	-1	-9
Fast Food without Drive-Thru	2.682	KSF	-1,920	-118	-71	-47	-70	-36	-34
Warehousing	130.814	KSF	-649	-59	-48	-11	-61	-15	-46
Auto Service Center*	2.195	KSF	-74	-6	-4	-3	-7	-4	-3
Single Family Residential	1.0	Units	-10	-1	0	-1	-1	-1	0
Total Existing Trip Generation			-2,727	-193	-132	-63	-150	-57	-93
Forecast Trip Generation – Proposed Uses									
Land Use	Intensity	Units	Daily	Weekday AM Total	Weekday AM In	Weekday AM Out	Weekday PM Total	Weekday PM In	Weekday PM Out
Fast Food without Drive-Thru	5.000	KSF	3,580	219	132	88	131	67	64
Quality Restaurant	15.000	KSF	1,349	12	6	6	112	75	37
Shopping Center*	150.000	KSF	6,441	155	94	60	563	270	293
Specialty Retail	32.000	KSF	1,418	0	0	0	87	38	49
Furniture Store	30.000	KSF	152	5	4	2	14	6	8
General Office	14.000	KSF	154	22	19	3	21	4	17
Total New Trip Generation			13,094	413	255	158	927	460	467
Trip Generation Credits									
Internal Trip Capture			-1,964	-45	-28	-17	-102	-51	-51
Subtotal			11,130	367	227	141	825	409	416
Pass-By Trip Reduction, Quality Restaurant (44%)			-505	-5	-2	-2	-42	-28	-14
Pass-By Trip Reduction, Fast Food Restaurant (25%)**			-761	-47	-28	-19	-28	-14	-14
Pass-By Trip Reduction, Shopping Center (34%)			-1,861	-45	-27	-17	-163	-78	-85
Pass-By Trip Reduction, Specialty Retail (34%)			-410	0	0	0	-25	-11	-14
Subtotal			-3,537	-96	-58	-38	-257	-131	-126
Grand Total									
Project Trip Generation			4,867	78	37	40	417	221	197

KSF = 1,000 square feet

Some numbers do not add up due to rounding.

* ITE does not provide a rate for daily trip generation of this use. A daily rate was formulated by multiplying the highest peak period by a factor of 10.

** ITE provides pass-by rates for fast-foot uses with drive-thru facilities. Half of these rates were utilized for these non-drive-thru uses.

distribution and assignment assumed for project trips. Figures 9 and 10 in Appendix C illustrate project trip assignments for AM and PM peak hours.

Impact Threshold Criteria. From the results of the three study scenarios discussed in the previous sections of this report, the County of Los Angeles traffic impact standards were used to determine if project traffic would result in significant impacts at any of the study intersections. An impact is considered significant if project traffic would increase the volume-to-capacity ratio by 2% or more, with a resulting LOS of E or F.

b. Project Impacts and Mitigation Measures.

Impact T-1 Project operation would increase traffic levels on the local circulation system, resulting in a significant impact at the Alameda Street/Florence Avenue intersection. Because no feasible mitigation is available, the project's impact at that location is considered Class I, *unavoidably significant*.

The proposed project would add an estimated 4,867 daily vehicle trips to the local circulation system, including 78 a.m. peak hour trips and 417 p.m. peak hour trips. Table 3.1-4 summarizes the levels of service at study intersections with project-generated traffic.

Table 3.1-4
Peak Hour Intersection Operations – Ambient Growth + Project

Intersection	AM Peak		PM Peak	
	ICU Value (V/C)	LOS	ICU Value (V/C)	LOS
1. Compton Avenue/Gage Avenue	0.500	A	0.638	B
2. Wilmington Avenue/Gage Avenue	0.479	A	0.540	A
3. Compton Avenue/Florence Avenue	0.643	B	0.828	D
4. Wilmington Avenue/Florence Avenue*	33.1 sec	D	90.7 sec	F
5. Alameda Street/Florence Avenue	0.778	C	0.915	E
6. Albany-Roseberry/Florence Avenue*, **	27.3 sec	D	+100 sec	F
7. Santa Fe Avenue/Florence Avenue	0.649	B	0.827	D
8. Pacific Boulevard/Florence Avenue	0.573	A	0.879	D
9. Miles Avenue/Florence Avenue	0.621	B	0.633	B
10. Mountain View Avenue/Florence Avenue	0.621	B	0.863	D
11. Compton Avenue/Nadeau Street	0.615	B	0.674	B
12. Alameda Street/Nadeau Street	0.823	D	0.898	E
13. Santa Fe Avenue/Nadeau Street	0.736	C	0.785	C

Bold text indicates a worsening of operations to LOS D, E, or F due to project and cumulative traffic.

** Unsignalized intersection. Table shows delay instead of V/C ratio for this intersection.*

*** Highway Capacity Manual shows saturation volumes at this intersection. At these levels of congestion, the formula becomes unstable when the overall delay is over 100 seconds.*

The bold text in Table 3.1-4 indicates that project traffic would worsen the level of service at four study intersections in the p.m. peak period:

- Wilmington Avenue/Florence Avenue – worsens from LOS D to F
- Alameda Street/Florence Avenue – worsens from LOS D to E
- Albany Street/Roseberry Avenue/Florence Avenue – worsens from LOS E to F
- Alameda Street/Nadeau Street – worsens from LOS D to E

Based on a comparison of pre-project and post-project traffic levels, the County of Los Angeles traffic impact standards were used to determine whether any of the study intersections would experience significant impacts. Table 3.1-5 summarizes the results of this analysis

**Table 3.1-5
Determination of Significant Project Impacts**

Intersection	AM Peak Hour			AM Peak Hour		
	Future LOS	V/C Difference with Project	Significant Impact?	Future LOS	V/C Difference with Project	Significant Impact?
1. Compton Avenue/Gage Avenue	A	0.002	No	B	0.012	No
2. Wilmington Avenue/Gage Avenue	A	0.004	No	A	0.018	No
3. Compton Avenue/Florence Avenue	B	0.004	No	D	0.011	No
4. Wilmington Avenue/Florence Avenue*	D	--	--	F	--	--
5. Alameda Street/Florence Avenue	C	0.004	No	E	0.039	Yes
6. Albany-Roseberry/Florence Avenue*, **	D	--	--	F	--	--
7. Santa Fe Avenue/Florence Avenue	B	0.003	No	D	0.014	No
8. Pacific Boulevard/Florence Avenue	A	0.000	No	D	0.017	No
9. Miles Avenue/Florence Avenue	B	0.002	No	B	0.011	No
10. Mountain View Avenue/Florence Avenue	B	0.002	No	D	0.010	No
11. Compton Avenue/Nadeau Street	B	0.003	No	B	0.015	No
12. Alameda Street/Nadeau Street	D	0.006	No	E	0.018	No
13. Santa Fe Avenue/Nadeau Street	C	0.001	No	C	0.003	No

Bold text indicates a significant project impact. This is based upon the difference between the 2005 Ambient Growth condition and the 2005 Ambient Growth + Project condition.

** Unsignalized intersection. Table shows delay instead of V/C ratio for this intersection.*

*** Highway Capacity Manual shows saturation volumes at this intersection. At these levels of congestion, the formula becomes unstable when the overall delay is over 100 seconds.*

Based on the County of Los Angeles guidelines for determination of significant traffic impacts, project traffic would cause a significant impact at one study intersection during p.m. peak period:

- Alameda Street/Florence Avenue

No significant impacts would occur during the a.m. peak period.

Mitigation Measures. The significant impact at the Alameda Street/Florence Avenue intersection cannot be mitigated with traditional approach reconfiguration or traffic signal

improvement measures. The provision of additional lanes for the critical movements would necessitate widening of the roadway and potential acquisition of additional right-of-way. The eight-phase signal that controls the intersection cannot be improved beyond its current configuration to provide any additional capacity at the critical movement locations.

Significance After Mitigation. Because no mitigation is available for the significant impact at the Alameda Street/Florence Avenue intersection, the impact at that location is considered unavoidably significant.

Impact T-2 Project-generated traffic would not cause traffic levels to degrade below CMP standards at CMP intersections. This is considered a Class III, less than significant impact.

The Congestion Management Program (CMP) was created statewide from the approval of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- *At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed Project will add 50 or more vehicle trips during either AM or PM weekday peak hours.*
- *At CMP mainline freeway-monitoring locations, where the Project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.*

Alameda Street is the only CMP route within the project study area. The closest CMP volume monitoring point (“station”) is at Alameda Street/Slauson Boulevard. Volumes at this location are monitored and reported by the City of Huntington Park. The project would add fewer than 150 trips to this roadway and the monitoring facility, during either the a.m. or p.m. peak hour. Therefore, no further CMP analysis is warranted.

Mitigation Measures. None required.

Significance After Mitigation. Impacts to CMP intersections would be less than significant without mitigation.

Impact T-3 The 1,153 spaces proposed for the site exceed the County Code requirement by 190 spaces. Thus, parking impacts are considered Class III, less than significant.

Utilizing the Los Angeles County code, the proposed shopping center use would require one space per 250 square feet of floor area. The proposed office use would require one space per 400 square feet of floor area. Using these standards, Table 3.1-6 summarizes the parking requirements for the proposed project (963 spaces). The 1,153 parking spaces proposed for the project site are sufficient to meet the County parking standard. No significant parking impact is anticipated.

**Table 3.1-6
Parking Requirements**

Proposed Land Use	Floor Area (square feet)	Parking Required	Spaces Required
Shopping Center	232,000	1 space/ 250 square feet	928
General Office	14,000	1 space/ 400 square feet	35
Total Spaces Required:			963

Note that the parking analysis in the traffic study in Appendix C is based upon a slightly larger project and therefore shows a slightly higher parking requirement. The current project is slightly smaller than that analyzed in the original parking analysis.

Mitigation Measures. None required.

Significance After Mitigation. Parking impacts would be less than significant without mitigation.

c. Cumulative Impacts.

Impact T-4 Cumulative + project traffic would result in significant impacts at four study intersections. Because no feasible mitigation is available for three intersections, cumulative impacts are considered Class I, unavoidably significant.

The cumulative analysis considers traffic conditions at the study area intersections with the addition of ambient growth, proposed project trips, and related project trips. Six projects were included among the related projects contributing to traffic increases within the study area. These include three residential projects, two retail projects, and a gas station/mini-mart. These projects, listed in Table 9 of Appendix C, would generate a combined 2,446 daily trips, including 141 a.m. peak hour trips and 202 p.m. peak hour trips.

The projected levels of service under the cumulative scenario (without the proposed project) are shown in Table 3.1-7. The bold text indicates that traffic from related projects would worsen the level of service at one study intersection in the p.m. peak period.

Table 3.1-8 shows projected levels of service under the cumulative + project scenario. The bold text indicates that project traffic would worsen the level of service at four study intersections in the p.m. peak period.

The determination of significant cumulative impacts was made by subtracting the ICU values in Table 3.1-2 on page 3.1-3 from the ICU values in Table 3.1-8. The results are shown in Table 3.1-9.

Table 3.1-7
Peak Hour Intersection Operations – Ambient Growth + Related Projects

Intersection	AM Peak		PM Peak	
	ICU Value (V/C)	LOS	ICU Value (V/C)	LOS
1. Compton Avenue/Gage Avenue	0.499	A	0.630	B
2. Wilmington Avenue/Gage Avenue	0.477	A	0.526	A
3. Compton Avenue/Florence Avenue	0.645	B	0.824	D
4. Wilmington Avenue/Florence Avenue*	34.0 sec	D	31.8 sec	D
5. Alameda Street/Florence Avenue	0.804	D	0.891	D
6. Albany-Roseberry/Florence Avenue*, **	25.9 sec	D	40.4 sec	E
7. Santa Fe Avenue/Florence Avenue	0.650	B	0.821	D
8. Pacific Boulevard/Florence Avenue	0.577	A	0.872	D
9. Miles Avenue/Florence Avenue	0.622	B	0.627	B
10. Mountain View Avenue/Florence Avenue	0.623	B	0.859	D
11. Compton Avenue/Nadeau Street	0.616	B	0.666	B
12. Alameda Street/Nadeau Street	0.822	D	0.887	D
13. Santa Fe Avenue/Nadeau Street	0.738	C	0.786	C

Bold text indicates a worsening of operations to LOS D, E, or F due to project traffic.

** Unsignalized intersection. Table shows delay instead of V/C ratio for this intersection.*

*** Highway Capacity Manual shows saturation volumes at this intersection. At these levels of congestion, the formula becomes unstable when the overall delay is over 100 seconds.*

Table 3.1-8
Peak Hour Intersection Operations –
Ambient Growth + Related Projects + Project

Intersection	AM Peak		PM Peak	
	ICU Value (V/C)	LOS	ICU Value (V/C)	LOS
14. Compton Avenue/Gage Avenue	0.502	A	0.642	B
15. Wilmington Avenue/Gage Avenue	0.480	A	0.544	A
16. Compton Avenue/Florence Avenue	0.649	B	0.834	D
17. Wilmington Avenue/Florence Avenue*	38.8 sec	E	+100 sec	F
18. Alameda Street/Florence Avenue	0.808	D	0.929	E
19. Albany-Roseberry/Florence Avenue*, **	28.3 sec	D	+100 sec	F
20. Santa Fe Avenue/Florence Avenue	0.653	B	0.835	D
21. Pacific Boulevard/Florence Avenue	0.588	A	0.888	D
22. Miles Avenue/Florence Avenue	0.624	B	0.638	B
23. Mountain View Avenue/Florence Avenue	0.625	B	0.869	D
24. Compton Avenue/Nadeau Street	0.618	B	0.680	B
25. Alameda Street/Nadeau Street	0.827	D	0.905	E
26. Santa Fe Avenue/Nadeau Street	0.738	C	0.788	C

Bold text indicates a worsening of operations to LOS D, E, or F due to project and cumulative traffic.

** Unsignalized intersection. Table shows delay instead of V/C ratio for this intersection.*

*** Highway Capacity Manual shows saturation volumes at this intersection. At these levels of congestion, the formula becomes unstable when the overall delay is over 100 seconds.*

**Table 3.1-9
Determination of Significant Cumulative Impacts**

Intersection	AM Peak Hour			PM Peak Hour		
	Future LOS	V/C Difference with Project	Significant Impact?	Future LOS	V/C Difference with Project	Significant Impact?
1. Compton Avenue/Gage Avenue	A	0.004	No	B	0.016	No
2. Wilmington Avenue/Gage Avenue	A	0.005	No	A	0.022	No
3. Compton Avenue/Florence Avenue	B	0.010	No	D	0.017	No
4. Wilmington Avenue/Florence Avenue*	E	--	--	F	--	--
5. Alameda Street/Florence Avenue	D	0.034	No	E	0.053	Yes
6. Albany-Roseberry/Florence Avenue*, **	D	--	--	F	--	--
7. Santa Fe Avenue/Florence Avenue	B	0.007	No	D	0.022	Yes
8. Pacific Boulevard/Florence Avenue	A	0.009	No	D	0.026	Yes
9. Miles Avenue/Florence Avenue	B	0.005	No	B	0.016	No
10. Mountain View Avenue/Florence Avenue	B	0.006	No	D	0.016	No
11. Compton Avenue/Nadeau Street	B	0.006	No	B	0.021	No
12. Alameda Street/Nadeau Street	D	0.010	No	E	0.025	No
13. Santa Fe Avenue/Nadeau Street	C	0.003	No	C	0.006	No

Bold text indicates a significant project impact. Impacts are calculated by subtracting V/C values in Table 3.1-2 from V/C values in Table 3.1-8.

** Unsignalized intersection. Table shows delay instead of V/C ratio for this intersection.*

*** Highway Capacity Manual shows saturation volumes at this intersection. At these levels of congestion, the formula becomes unstable when the overall delay is over 100 seconds.*

Based on County of Los Angeles guidelines for determination of significant impact, cumulative traffic (related projects + the proposed project) would cause significant impacts at four study intersections in the p.m. peak period:

- *Alameda Street/Florence Avenue*
- *Santa Fe Avenue/Florence Avenue*
- *Pacific Boulevard/Florence Avenue*
- *Alameda Street/Nadeau Street*

Mitigation Measures. Significant cumulative impacts cannot be mitigated with traditional approach reconfiguration or traffic signal improvement measures at the Alameda Street/Florence Avenue, Pacific Boulevard/Florence Avenue, or Alameda Street/Nadeau Street intersections. The following mitigation measure is available for the Santa Fe Avenue/Florence Avenue intersection.

- T-4 Santa Fe Avenue/Florence Avenue.** A northbound protected left-turn phase shall be added to the existing traffic signal at the Santa Fe Avenue/Florence Avenue intersection.

Significance After Mitigation. The above mitigation measure would reduce project and cumulative impacts at the Santa Fe Avenue/Florence Avenue intersection to a less than significant level. However, because mitigation is not available at the other three locations, cumulative impacts to the following three locations are considered unavoidably significant:

- *Alameda Street/Florence Avenue*
- *Pacific Boulevard/Florence Avenue*
- *Alameda Street/Nadeau Street*

3.2 NOISE

This section evaluates potential noise impacts. Both temporary construction impacts and long-term impacts associated with project operation are discussed.

3.2.1 Setting

a. Overview of Sound Measurement. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (Leq). The Leq is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual time-varying levels over a period of time. Typically, Leq is summed over a one-hour period.

The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Decibels cannot be added arithmetically, but rather are added on a logarithmic basis. A doubling of sound energy is equivalent to an increase of 3 dB and a sound that is 10 dB less than another does not increase the overall sound level. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. The Community Noise Equivalent Level (CNEL) recognizes this characteristic by weighting the hourly Leqs over a 24-hour period. The weighting involves the addition of 10 dB to noise occurring at night (10 p.m.-7 a.m.) to account for the greater amount of disturbance associated with noise at this time period, and a weighting of 5 dB to the evening hours (7 p.m.-10 p.m.).

b. Sensitive Receptors. Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, and libraries are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The single-family residences to the east of the site are considered sensitive receptors.

c. Regulatory Setting. Plans and policies that pertain to noise and its effect on the project area vicinity include the noise control ordinance of the county of Los Angeles, and the State of California, Department of Environmental Health, Office of Noise Control guidelines for noise and land use compatibility.

The County of Los Angeles has adopted a noise ordinance for enforcement of noise standards. The noise ordinance standards are discussed below under “Methodology and Significance Thresholds.”

The State of California, Department of Environmental Health Office of Noise Control, has published recommended guidelines for mobile source noise and land use compatibility. Each jurisdiction is required to consider these guidelines when developing its General Plan Noise Element and determining the acceptable noise levels with its community.

The land use compatibility guidelines recommend 60 dBA CNEL as the maximum “normally acceptable” for residences and areas with ambient noise levels between 60 dBA and 70 dBA as “conditionally acceptable” for residential uses.¹ For hospitals and schools, the maximum “normally acceptable” level is 60 dBA. For commercial uses, 70 dBA CNEL is considered the maximum normally acceptable level, while noise levels up to about 75 dBA CNEL are considered conditionally acceptable.

d. Existing Sources and Conditions. The most common sources of noise in the project vicinity are transportation related, including automobiles, trucks, motorcycles, and trains. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and its proximity to areas sensitive to noise exposure. The primary sources of roadway noise near the project site are Florence Avenue and Alameda Street Road. Noise-sensitive receptors in the area include the residences along Nadeau Avenue and Santa Fe Avenue.

The adjacent train track is part of the 20-mile-long Alameda Corridor which is a cargo expressway linking the ports of Long Beach and Los Angeles to the transcontinental rail yards near downtown Los Angeles. Approximately 40 trains travel on the track each day at all times of the day (personal communication, Alameda Corridor Transportation Authority, January 7, 2004). Railroad noise is exempt from the noise standards of the County Code (Los Angeles County Code § 12.08.570).

3.2.2 Impact Analysis

a. Methodology and Thresholds of Significance. Noise levels associated with existing and future traffic were quantified using the California Vehicle Noise Emission Levels (Caltrans, January 1987), standard noise modeling equations adapted from the Federal Highway Administration noise prediction model (see Appendix D for calculations). The model calculations are based on traffic data from the Los Angeles County Public Works Department and the traffic study prepared for the project by Katz, Okitsu & Associates (see Appendix C). Construction noise was estimated based on noise level estimates from the U.S. Environmental Protection Agency document *“Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances.”*

¹ “Normally acceptable” indicates that the ambient noise level is appropriate for the specified land use without and special noise insulation requirements. “Conditionally acceptable” indicates that new construction should be undertaken only after a noise analysis is undertaken and needed noise insulation features are incorporated. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally suffice to achieve acceptable interior noise levels when the exterior level is within the conditionally acceptable range.

The County of Los Angeles noise control ordinance prohibits unnecessary, excessive, or annoying noise in the County. The ordinance does not control traffic noise, but applies to all noise sources located on private property. As part of this ordinance, properties within the County are assigned a noise zone based on their corresponding land use. Noise sensitive areas are designated as Noise Zone I; residential districts are designated as Noise Zone II; commercial districts are designated Noise Zone III; and industrial districts are designated as Noise Zone IV. The ordinance also limits the amount of noise generated by uses during normal operation that may affect the surrounding areas. Table 3.2-1 shows the allowable noise levels and corresponding times of day for each of the identified noise zones (limits for Zone IV correspond to the associated noise contour for the property found in the General Plan). The proposed commercial use would be under Zone III, and the adjacent residences are within Zone II.

Table 3.2-1
Exterior Noise Standards for On-Site Noise Sources

Time Period	ZONE I	ZONE II	ZONE III	ZONE IV
7 AM to 10 PM	45 dBA	50 dBA	60 dBA	70 dBA
10 PM to 7 AM	45 dBA	45 dBA	55 dBA	70 dBA

Source: Los Angeles County Code § 12.08.390.

The noise standards shown in Table 3.2-1 apply to any noise-generating activity that exceeds the applicable level for a cumulative period of more than 30 minutes in any hour. For noise levels that last no more than 15 minutes, 5 dBA are added to the standards in Table 3.2-1. For noise levels that last no more than 5 minutes, 20 dBA are added to the standards. If the ambient sound level exceeds the allowable exterior standard, the ambient levels become the standard.

Impacts relating to operational on-site activities are considered significant if project-related activities create noise exceeding Zone II standards for the adjacent residential neighborhoods. Construction noise is considered significant if construction would occur outside the hours stipulated in the County Noise Ordinance.

For traffic-related noise, the following thresholds have been established for this analysis:

- *An increase of 5 dBA or greater in noise level that occurs from project-generated traffic would be considered noticeable, but not significant, if levels remain below the Noise Compatibility criteria shown on Figure 3.2-1.*
- *An increase of 3 dBA or greater in noise levels that occur from project-generated traffic would be significant if the resulting noise increase would cause or already exceeds the Noise Compatibility criteria.*

b. Project Impacts and Mitigation Measures.

Impact N-1 **Project construction would intermittently generate high noise levels on and adjacent to the site. This may affect sensitive receptors near the project site. This is considered a Class II, significant but mitigable impact.**

Nearby noise-sensitive land uses, including the residential neighborhoods to the east of the project site, would be exposed to temporary increases in noise during project construction. Although the main sources of noise would be the heavy machinery used in demolition of existing structures and site grading, all phases of construction would likely be audible at nearby receptors on at least a sporadic basis.

During demolition and construction, equipment would be dispersed in various portions of the site in both time and space. Physically, a limited amount of equipment can operate near a given location at a particular time. However, noise levels were estimated on a worst-case scenario basis, assuming that all of the equipment was running at the same time. The residences located to the east of the site across Roseberry Avenue are approximately 50 feet from the nearest portion of the site. An 8-foot concrete barrier currently is located between the project site and the residential neighborhood to the east, but does not extend the full length of the residential area.

Table 3.2-2 shows typical noise level ranges during the various phases of construction. As indicated, the noise level associated with heavy equipment typically ranges from about 78 to 88 dBA at 50 feet from the source. The 8-foot wall along the western boundary of many of the adjacent residences would provide some shielding, reducing overall ground floor noise levels by 8-10 dBA. Nevertheless, construction noise levels would exceed the ambient noise levels in the site vicinity and therefore would be audible at the adjacent residences. Unless construction activity is limited to daytime hours in accordance with the County noise ordinance, potentially significant noise impacts could occur during construction.

Table 3.2-2 Typical Noise Levels at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Clearing	84 dBA	84 dBA
Excavation	78 dBA	88 dBA
Foundation/Conditioning	88 dBA	88 dBA
Laying Subbase, Paving	78 dBA	79 dBA
Finishing and Cleanup	84 dBA	84 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

Mitigation Measures. The following mitigation measures are intended to address potential noise impacts due to construction.

- N-1(a) Construction Hours.** Construction activities at the site shall be limited to weekdays, between the hours of 7:00 a.m. to 7:00 p.m.
- N-1(b) Diesel Equipment Specifications.** All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

N-1(c) Electrical Power. Electrical power shall be used to run air compressors and similar power tools.

Significance After Mitigation. Measure N-1(a) would reduce impacts associated with construction-related noise to a less than significant level. Measures N-1(b) and N-1(c) would further reduce noise impacts during construction.

Impact N-2 Project-generated traffic would incrementally increase noise levels on roadways in the project vicinity. However, because the change in noise would not exceed established thresholds, this impact is considered Class III, less than significant.

Noise associated with traffic on Florence Avenue and Alameda Street is the primary source of ambient noise in the project site vicinity. The estimated 4,808 daily vehicle trips generated by the proposed project would incrementally increase traffic-related noise levels along these roadways, thereby incrementally increasing noise levels at residential neighborhoods to the west and south of the site.

Estimated average daily traffic (ADT) values from the traffic study (Appendix C) were used to model the change in noise levels resulting from increased traffic on the four roadway segments that would be the most affected by the project. The four roadway segments are:

- Florence Avenue between Alameda Street and Santa Fe Avenue
- Alameda Street between Florence Avenue and Nadeau Avenue
- Nadeau Avenue between Alameda Street and Santa Fe Avenue
- Santa Fe Avenue between Florence Avenue and Nadeau Avenue
- Roseberry Avenue south of Florence Avenue

Residences along Nadeau Avenue and Santa Fe Avenue are approximately 50 feet from the street centerlines. Table 3.2-3 compares estimates of existing and future noise levels at the most affected sensitive receptors. Model results indicate that noise levels for these residences currently range from about 69 to 71 dBA CNEL.

The increase in noise due to project-generated traffic is estimated at between 0.5 and 0.7 dB. Therefore, although the residences along Santa Fe Avenue and Nadeau Avenue already experience noise levels that exceed the maximum normally acceptable range for residential uses, the increase in noise at these residences would not be perceptible and would not exceed the established significance threshold (3 dB increase). The noise level at the existing residences along Roseberry Avenue is expected to rise by up to 5 dB due to the general increase in traffic on that roadway, including truck traffic associated with deliveries to the new shopping center. However, the projected noise level would remain within the normally acceptable range for residential uses. Therefore, project-related traffic noise impacts are considered adverse, but less than significant.

Mitigation Measures. Because the proposed project would not result in a perceptible increase in traffic related noise levels or cause an exceedance of noise standards, mitigation is not required.

**Table 3.2-3
 Calculated Noise Associated with Traffic on Area Roadways
 (dBA CNEL)**

Road Segment	Existing	Existing + Project	Future (with ambient growth) + Project + Cumulative	Project Change	Cumulative Change
Florence Ave. between Alameda St. and Santa Fe Ave. ^a	71.0	71.5	71.8	0.5	0.8
Alameda St. between Florence Ave. and Nadeau Ave. ^a	71.0	71.7	72.2	0.7	1.2
Nadeau Ave. between Alameda St. and Santa Fe Ave. ^{a,b}	69.2	69.9	70.4	0.7	1.2
Santa Fe Ave. between Florence Ave. and Nadeau Ave. ^a	70.3	70.9	71.3	0.6	1.0
Roseberry Avenue south of Florence Avenue ^c	53.3	58.3	58.4	5.0	5.1

^a At a distance of 50 feet from centerline.

^b Existing ADT counts were only available for the segment west of Alameda St. Traffic conditions were assumed to be similar east of Alameda St.

^c At a distance of 30 feet from centerline.

See Appendix D for calculations.

Significance After Mitigation. The proposed project's impact to roadway noise levels is considered less than significant without mitigation.

Impact N-3 Noise generated by truck deliveries, parking lot activity, and onsite circulation of motor vehicles associated with the project would be audible periodically at nearby residences and could exceed County noise ordinance standards if such events occur at night. This is considered a Class II, significant but mitigable impact.

Operation of the retail shopping center would generate noise due to a variety of activities, including loading dock operations, parking lot noise, and onsite circulation of motor vehicles throughout the site. Noise from these activities could occasionally be audible to the residences east of the site. Each of the potential noise sources is discussed below.

Loading Dock Activity. The primary steady noise source at loading docks is from heavy-duty trucks idling at the dock, with noise emanating from both the engine and the exhaust. Trucks with refrigerator units, which are commonly mounted on the upper front of the trailer, are also potentially significant noise sources. Walker, Celano & Associates (1992) reported that individual trucks idling or with refrigeration units can produce sound levels in the 65-70 dB range at 65-85 feet. Measurements reported by The PRA Group, Inc. (in *Final EIR for North*

Broadway Commercial Center, Perspective Planning, 1995) from various sources indicated loading dock noise levels ranging from 54 to 68 dBA at a shielded location 120 feet from the source (data from Bigvand, 1991) to almost 75 dBA at 50 feet from a refrigerator truck (data from Bolt, Beranek and Newman, Inc., 1980). Individual trucks accelerating from depressed loading docks can be expected to produce instantaneous maximum sound levels of 85-90 dBA at 50 feet.

The highest noise levels generated by trucks would likely occur at the loading bays on the east side of the shopping center where there are adjacent residences. The distance from the loading bays to the nearest residence is approximately 50 feet at "Major A" and "Major B" and 30-40 feet at other loading bays. At 50 feet, noise levels generated by loading dock operations could be up to about 75 dBA. At 30-40 feet, the noise level could reach 77-79 dBA (based on an attenuation rate of 6 dB per doubling of distance, which is typical for point noise sources). An existing 8-foot barrier along the back yards of some existing residences would reduce noise levels by about 8-10 dBA. In addition, the highest noise levels associated with individual truck operations generally would not be expected to last more than about five minutes. Nevertheless, noise levels at the most affected residences could potentially exceed the 70 dBA daytime standard (50 dBA standard + 20 dBA allowance for noise activities lasting less than five minutes) and 65 dBA nighttime standard that applies to such short-term noise events. This is considered a potentially significant impact.

Parking Lot Activity. Another potential concern is noise generated by parking lot activities and vehicles traveling throughout the site. Most of the onsite parking areas would be shielded from adjacent noise sensitive residential uses by the proposed structures. However, a small parking area in the southern end of the site would not be shielded by an structures and would potentially generate noise that would be audible at nearby residences. Table 3.2-4 indicates estimated noise levels associated with various common parking lot activities at a distance of 30 feet, the approximate distance from the nearest onsite parking lot to the most affected residences. The highest potential noise level would occur during parking lot sweeping, which would generate noise as high as about 77 dBA at a distance of 30 feet. An existing 8-foot barrier along the back yards of the existing residences would reduce ground floor exterior noise levels by about 8-10 dBA. Therefore, because sweeping activity in the area of the parking lot with direct exposure to the adjacent residences is not likely to occur for more than 5-minute intervals, noise is not expected to exceed the County daytime standard of 70 dBA. However, noise levels would potentially exceed the nighttime standard of 65 dBA, a potentially significant impact. Noise associated with other parking lot noise events would not be expected to exceed County standards due to their short-term or instantaneous nature and infrequent occurrence.

Mitigation Measures. The following mitigation measures are recommended to ensure that loading dock activity does not generate noise exceeding the County's noise standards at the adjacent residences and to minimize noise from other onsite activities.

- N-3(a) Loading Dock Barriers.** To ensure that loading dock operations do not generate noise exceeding applicable noise standards, all loading bays on the east side of the site shall include solid block walls not less than 8 feet in height between the loading bay and the adjacent residences.

Table 3.2-4
Typical Parking Lot Noise Sources
at 30 Feet from the Source

Source	Level (dBA)
Autos at 14 mph	55
Sweepers	77
Car Alarm Signal	74
Car Alarm Chirp	59
Car Horns	74
Door Slams	69
Talking	41
Radios	69
Tire Squeals	71

Source: Gordon Bricken & Associates, 1996. Estimates are based on actual noise measurements taken at various parking lots.

N-3(b) Time Restrictions. To minimize noise disturbance due to onsite activity, onsite trash pickup services, street and parking lot sweeping, and truck deliveries shall be restricted to between the hours of 7:00 AM and 10:00 PM.

Significance After Mitigation. The recommended mitigation measure loading dock barriers would reduce noise from loading dock activities by at least 8-10 dBA. With the recommended mitigation measures, noise impacts would be reduced to a less than significant level.

c. Cumulative Impacts. Cumulative traffic increases associated with proposed project would incrementally increase noise levels along area roadways. As shown in Table 3.2-4, the highest increase is projected to occur along Roseberry Avenue, which would experience a noise level increase of about 5.1 dBA. However, noise along that roadway would remain within the normally acceptable range for residential uses. Cumulative noise level increases along other roadways would be less than 3 dBA and therefore would not be perceptible. As the proposed project would increase noise levels on area roads where noise is an existing concern by only 0.5 to 0.7 dB (an increase that would not be audible), the project's contribution to this significant cumulative impact is not considered cumulatively considerable.

3.3 AIR QUALITY

This section evaluates potential impacts to local and regional air quality. Both temporary construction impacts and long-term impacts associated with project operation are discussed.

3.3.1 Setting

a. Climate and Meteorology. The project area is located within the South Coast Air Basin, a coastal plain with connecting broad valleys and low hills. The Basin is bounded to the west by the Pacific Ocean and to the north and east by the San Gabriel, San Bernardino, and San Jacinto mountains. The region lies in the semi-permanent high-pressure system of the eastern Pacific Ocean, which strongly influences its weather. As a result, wintertime temperatures are generally mild, while summers are warm and dry.

The region generally experiences very light average wind speeds. During the day, the ocean breezes dominate, while at night, breezes originate on land. These predominant wind patterns are occasionally broken during the winter by storms coming from the north and northwest and by episodic Santa Ana winds. Santa Ana winds are strong northerly to northeasterly winds that originate from high-pressure areas centered over the desert of the Great Basin. These winds are usually warm, very dry, and often full of dust.

Daytime summer temperatures average from the high 70s to mid 90s, while nighttime low temperatures during the summer are typically in the high 50s to low 60s. Winter high and low temperatures tend to be in the 60s and 40s, respectively. Annual rainfall generally ranges from about 12 to 14 inches, nearly all of which occurs between December and March.

Two types of temperature inversions (warmer air on top of colder air) are created in the South Coast Air Basin: trapping and radiational (surface). The trapping inversion is a regional effect that occurs when the daytime onshore flow of cool ocean air undercuts a massive dome of warm, sinking air within the Pacific high-pressure system. This type of inversion generally forms over the entire basin at about 1,000 feet above ground level and traps the entire basin's emissions in the shallow marine layer. This type of inversion is most common during the summer months. Radiation inversions are formed by the more rapid cooling of air near the ground at night, especially during winter. This type of inversion is typically lower and creates the potential for localized ground level pollution, particularly in areas with high motor vehicle concentrations. It is most prevalent during winter nights and early mornings.

b. Air Pollution Regulation. Both the federal and state governments have been empowered by the federal and state Clean Air Acts to regulate the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. The United States Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the Air Resources Board (ARB) is the state equivalent in the California Environmental Protection Agency. Local control in air quality management is provided by the ARB through county-level Air Pollution Control Districts (APCDs). The ARB establishes state air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The ARB has established 14 air basins statewide. The project site

is located in the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

Federal and state standards have been established for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulates less than 10 microns and 2.5 microns in diameter (PM₁₀ and PM_{2.5}), and lead (Pb). California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. The U.S. EPA adopted stricter air quality standards for ozone and particulate matter in 1997. On June 20, 2002, the California Air Resources Board adopted stricter standards for particulate matter (PM₁₀ and PM_{2.5}). Table 3.3-1 lists the current Federal and State Standards for these regulated pollutants.

Table 3.3-1 Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standards	California Standards
Ozone	8-Hour	0.08 PPM	---
	1-Hour	0.12 PPM	0.09 PPM
Carbon Monoxide	8-Hour	9.0 PPM	9.0 PPM
	1-Hour	35.0 PPM	20.0 PPM
Nitrogen Dioxide	Annual	0.05 PPM	---
	1-Hour	---	0.25 PPM
Sulfur Dioxide	Annual	0.03 PPM	---
	24-Hour	0.14 PPM	0.04 PPM
	1-Hour	---	0.25 PPM
PM ₁₀	Annual	50 ug/m ³	30 ug/m ³
	24-Hour	150 ug/m ³	50 ug/m ³
PM _{2.5}	Annual	15 ug/m ³	--
	24-Hour	65 ug/m ³	--
Lead	30-Day Average	---	1.5 ug/m ³
	3-Month Average	1.5 ug/m ³	---

ppm = parts per million

ug/m³ = micrograms per cubic meter.

Source: California Air Resources Board

Air pollution can be hazardous to health, diminishes the production and quality of many agricultural crops, reduces visibility, degrades soils materials, and damages native vegetation. Human health effects are the key determinant on the establishment of the above listed air quality standards. The main pollutants of concern are described below.

Ozone. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic gases (ROG)¹. Nitrogen oxides are formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of May and October. Ozone is a pungent, colorless toxic gas that can cause detrimental health effects including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include

¹ Reactive organic gases are also sometimes referred to as reactive organic compounds (ROC).

children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide. Carbon monoxide is a local pollutant that in high concentrations is found only very near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Nitrogen Dioxide. Nitrogen dioxide (NO₂) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. Nitrogen dioxide is an acute irritant, but at typical atmospheric concentrations, it is only potentially irritating. A relationship between NO₂ and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light and causes a reddish brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM₁₀ and acid rain.

Sulfur Dioxide. Sulfur dioxide (SO₂) is a colorless gas with a sharp odor. It reacts in the air to form sulfuric acid (H₂SO₄), which contributes to acid precipitation, and sulfates, which are a component of PM₁₀ and PM_{2.5}. Most of the SO₂ emitted into the atmosphere is produced by the burning of sulfur-containing fuels.

Suspended Particulates. PM₁₀ is small particulate matter measuring no more than 10 microns in diameter, while PM_{2.5} is fine particulate matter measuring no more than 2.5 microns in diameter. Suspended particulates are mostly dust particles, nitrates and sulfates. Suspended particulates are a by-product of fuel combustion and wind erosion of soil and unpaved roads, and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates (PM_{2.5}) can be very different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Lead. Lead (Pb) in the atmosphere is present as a mixture of a number of lead compounds. Leaded gasoline and lead smelters have been the main sources of lead emitted into the air. Due to the phasing out of leaded gasoline, there was a dramatic reduction in atmospheric lead in the Basin over the past two decades. However, lead concentrations in

excess of the standards have been recorded since 1990 in very localized areas near stationary sources of lead.

c. Current Ambient Air Quality. The local air quality management agency is required to monitor air pollutant levels to assure that the above air quality standards are met and, in the event they are not, to develop strategies to meet these standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in “attainment” or “non-attainment.” Los Angeles County, within which the project site lies, is designated under the state standard as extreme non-attainment for ozone, non-attainment for carbon monoxide, and non-attainment for PM₁₀.

To identify ambient concentrations of criteria pollutants, the SCAQMD operates 13 air quality monitoring stations throughout Los Angeles County. The monitoring station located closest to the proposed project is the Lynwood station. This station currently monitors the ambient concentration levels of O₃, CO, NO₂, SO₂, and PM_{2.5}. The next closest monitoring station that monitors PM₁₀ is the North Main Street station in Los Angeles. Table 3.3-2 summarizes the annual air quality data for 1998 - 2002 in the local airshed for the criteria pollutants of greatest concern in Los Angeles County.

Table 3.3-2 Ambient Air Quality At Area Monitoring Stations

Pollutant	1998	1999	2000	2001	2002
Lynwood Monitoring Station					
Ozone, ppm - maximum hourly concentration (ppm)	0.094	0.119	0.089	0.077	0.072
Number of days of state exceedence (>0.09 ppm)	0	1	0	0	0
Number of days of federal exceedence (>0.12 ppm)	0	0	0	0	0
Ozone, ppm – maximum 8 hour average	0.057	0.055	0.064	0.062	0.052
Number of days of federal 8-hour average exceedence (>0.08 ppm)	0	0	0	0	0
Particulate Matter <2.5 microns, maximum 24-hour average concentration in µg/m ³	ND	66.7	82.1	73.1	64.0
Number of federal 24-hour exceedence (65 µg/m ³)		1	2	3	0
Carbon Monoxide, ppm - maximum hourly concentration	13	11	13	12	10
Carbon Monoxide, ppm - maximum 8 hour average	13.34	11.19	10.07	7.61	10.07
Los Angeles – North Main Street					
Particulate Matter <10 microns, maximum 24-hour average concentration in µg/m ³	80	88	80	97	65
Number of state 24-hour average exceedence (>50 µg/m ³) sampled/calculated	11/61	19/114	15/90	20/119	8/48
Number of federal 24-hour average exceedence (>150 µg/m ³) sampled/calculated	0/0	0/0	0/0	0/0	0/0
Annual Geometric Mean (state standard = 30 µg/m ³) *	34.5	42.1	37.0	40.3	37.6
Annual Arithmetic Mean (federal standard = 50 µg/m ³)	38.6	44.8	40.0	44.2	36.0

ND = No Data

* Standard to be reduced to 20 µg/m³ effective mid- 2003.

** Data history at site is insufficient to determine when high concentrations are expected.

Source: California Air Resources Board, Air Quality Data Statistics, <http://www.arb.ca.gov/aqd/aqd.htm> and personal communication January 9, 2004.

d. South Coast Air Quality Management Plan. The federal CAA mandates that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures and a demonstration of how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of AQMPs and adopted rules and regulations by each local APCD and AQMD, which are submitted for approval to the ARB and the USEPA. The goal of an AQMP is to reduce pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls.

The 2003 SCAQMD AQMP, was approved by the USEPA in August 2003. It includes a number of air pollution control measures to reduce emissions and bring the region into compliance with the federal ozone standard. This plan predicts attainment of the federal one-hour ozone standard by 2010. Attainment occurs when the federal ozone standard is not exceeded more than one day in any year for three consecutive years.

Los Angeles County must also comply with the California Clean Air Act (effective January 1, 1989), which requires attainment of the California Ambient Air Quality Standards by the earliest practicable date.

The 2003 SCAQMD AQMP also predicts attainment of federal PM₁₀ ambient air quality standard by 2006. Although the 2003 AQMP does not address the new federal 8-hour ozone and PM_{2.5} standards, it is designed to make continued progress toward meeting these standards.

The South Coast Air Basin technically met the CO standards in 2002 and the District will request reclassification as attainment in the next few years; therefore, the 2003 SCAQMD AQMP does not address CO attainment.

e. Sensitive Receptors in the Project Area. The majority of sensitive receptor locations are schools, hospitals, and residences; as such facilities generally have the highest concentration of children and older people who are at the greatest health risk from air pollutants. The single-family residential neighborhoods to the site's east, and individual single family homes scattered throughout the site vicinity, are considered sensitive receptors.

4.2.2 Environmental Impact Analysis

a. Methodology and Significance Thresholds. The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in the South Coast AQMD CEQA *Air Quality Handbook*. The California Air Resources Board provides the URBEMIS program for air quality analysis. The most recent program is URBEMIS 2002 for Windows (ver. 7.4.2), which was made available in July 2003. The URBEMIS 2002 program calculates emissions associated with the traffic generated by the proposed project as well as all other operational emissions associated with operation of the facility (see Appendix E for calculations).

The SCAQMD has established the following significance thresholds for the operation of individual developments within the South Coast Air Basin:

- 55 lbs/day of ROG
- 55 lbs/day of NO_x
- 550 lbs/day of CO
- 150 lbs/day PM₁₀
- 150 lbs/day SO_x

Construction impacts are considered significant if daily emissions exceed 75 pounds for ROG, 100 pounds for NO_x, 550 pounds for CO, or 150 pounds for PM₁₀ or SO_x.

Impacts relating to carbon monoxide concentrations are considered significant if buildout would create CO “hotspots.” “Hot spots” are defined as locations where ambient carbon monoxide (CO) concentrations exceed the State or Federal ambient air quality standards. The potential for intersections to become hotspots can be determined by using the Caltrans CO screenline protocol.

b. Project Impacts and Mitigation Measures.

Impact AQ-1 Project construction would result in temporary emissions of air pollutants. However, emissions are expected to remain below SCAQMD thresholds; therefore, construction-related emissions are considered Class III, less than significant.

Construction activity that would occur during buildout of the proposed project would cause temporary, short-term emissions of various air pollutants. NO_x and CO would be emitted by the operation of construction equipment, while fugitive dust (PM₁₀) would be emitted by activities that disturb the soil, such as grading and excavation, road construction, and building construction. The number and type of equipment to be used during construction have been estimated based on amounts used for similar projects. Worst-case daily emissions estimated for the grading and project construction phases are shown in Table 3.3-3.

**Table 3.3-3
Worst-Case Daily Emissions During Construction**

Activity	Maximum Daily Emissions (lbs)		
	ROG	NO _x	PM ₁₀
Demolition/Grading	1.10	21.05	31.00
Building Construction	2.11	3.50	0.26
SCAQMD Thresholds	75	100	150

Source: URBEMIS2002, see Appendix E for calculations. This does not include emissions associated with architectural coatings. Use of low VOC coatings in accordance with SCAQMD requirements would reduce such emissions to below a level of significance.

Maximum daily emissions are expected to be below SCAQMD thresholds for all pollutants. Therefore, impacts are not expected to be significant. Nevertheless, implementation of standard dust and emission controls is recommended below.

Mitigation Measures. All of the measures included in the SCAQMD Air Quality Handbook to reduce construction-related emissions apply to construction activity associated with the project. These include measures to limit emissions of both ozone precursors (NO_x and ROC) and fugitive dust (PM₁₀).

AQ-1(a) Dust Control. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust onsite as follows:

- *During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.*
- *During clearing, grading, earth moving, excavation, or transportation of cut or fill materials streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly.*
- *During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.*
- *Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.*

AQ-1(b) Construction Equipment Conditions. Construction equipment used onsite shall meet the following conditions in order to minimize NO_x emissions:

- *The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;*
- *Construction equipment must be maintained per manufacturer's specifications;*
- *Equipment shall be equipped with 2- to 4-degree engine timing retard or precombustion chamber engines;*
- *Catalytic converters shall be installed, if feasible;*
- *Diesel-powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and*
- *NO_x emissions during construction shall be reduced by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time.*

AQ-1(c) Low VOC Coatings. The project applicant shall use low volatile organic compound (VOC) architectural coatings in construction in accordance with SCAQMD Rule 1113 and shall coordinate with the

SCAQMD to determine which coatings would reduce VOC emissions to the maximum degree feasible.

Significance After Mitigation. The above recommended mitigation measures would reduce impacts related to construction activity to the degree feasible and would be expected to reduce maximum daily emissions to below SCAQMD thresholds.

Impact AQ-2 Operation of the project would increase air pollutant emissions within the South Coast Air Basin. However, emissions would be less than SCAQMD significance thresholds. Therefore, this is considered a Class III, *less than significant* impact.

Long-term emissions associated with the proposed project are primarily the result of the use of motor vehicles, with some additional stationary emissions resulting from landscaping equipment and electricity and natural gas consumption. Operational emissions were estimated using the URBEMIS 2002 computer model (see Appendix E for calculations) and trip generation data from the traffic analysis in Section 3.1. The model was run separately for the proposed uses and the existing uses on the site (which are to be removed prior to project construction). The emissions associated with the existing uses were then subtracted from the emissions associated with the proposed project to estimate the net increase. Mobile emissions are based on the URBEMIS 2002 default fleet mix.

Table 3.3-4 summarizes the estimated net increase in daily operational emissions associated with project operation. As indicated, the net increase in emissions would not exceed SCAQMD significance thresholds for ROG, NO_x, or PM₁₀. Similarly, emissions would be below SCAQMD thresholds for CO and SO_x. Thus, long-term operational impacts are not considered significant.

Mitigation Measures. Mitigation is not necessary.

Significance After Mitigation. This impact would be less than significant without mitigation.

Impact AQ-3 Long-term mobile emissions associated with the proposed project would incrementally increase carbon monoxide (CO) concentrations at heavily congested intersections in the area. However, because CO levels would remain within state and federal standards, such impacts are considered Class III, *less than significant*.

A screenline analysis of the potential for carbon monoxide (CO) “hotspots” to develop at congested intersections was conducted using Caltrans’ adopted CO protocol. “Hotspots” are locations where the federal or state ambient air quality standards could be exceeded because of the concentration of motor vehicles and the meteorology conducive to stagnation.

**Table 3.3-4
Operational Emissions
Associated with the Project**

Emission Source	Emissions (lbs/day)		
	ROG	NO _x	PM ₁₀
Proposed Project			
Mobile Emissions	57.14	80.79	64.88
Area Emissions	0.33	2.35	0.01
Gross Project Emissions	57.47	83.14	64.89
Emission Reduction Due to Removal of Existing Uses	24.66	33.80	24.05
Net Increase in Emissions (Project-Existing)	32.81	49.34	40.84
<i>SCAQMD Significance Thresholds</i>	<i>55</i>	<i>55</i>	<i>150</i>

See Appendix E for calculations.

Note: Trip generation rates used in the URBEMIS model were calculated using the Katz, Okitsu & Associates Traffic Study, 2003. Generation rates for each project use was calculated by dividing pass-by and internal trips between the shopping center and office uses proportionally by total trip generation, subtracting them from total trips, and dividing by intensity to get a new trip generation rate.

Exceedance of CO standards is most likely to occur at those locations with significant traffic congestion. The EIR traffic study (see Appendix C) concludes that two intersections would operate at LOS F with ambient growth, related projects, and project traffic. These intersections of possible concern were Wilmington Avenue/Florence Avenue and Albany Street-Roseberry Avenue/Florence Avenue.

Inspection of the detailed information in the traffic report for the Wilmington/Florence intersection (#4) indicates that the LOS F condition is for the southbound approach in the p.m. peak hour, which in the future (project + growth) scenario consists of only 140 approaching vehicles at a stop sign. The majority of traffic at this intersection is on Florence and is unrestricted. It is further noted that of the 140 vehicles, 101 are right turns, which are expected to move faster through the intersection than the 39 left turns. Consequently, the number of delayed vehicles at this intersection is insufficient to create potential CO problems as a volume of 600 or more vehicles in the north-south direction is the minimum that would be expected to create a hot spot.

A similar situation exists at the Albany-Roseberry/Florence intersection (#6). The north-south streets are stop sign restricted, while Florence is unrestricted and moving smoothly at LOS B. The southbound approach handles only 33 vehicles, while the northbound approach is projected to carry 106 vehicles, of which 59 are right turns. Consequently, the number of delayed vehicles at this intersection is insufficient to create a potential CO hot spot.

Mitigation Measures. Impacts would be less than significant. No mitigation is necessary.

Significance After Mitigation. Impacts would be less than significant without mitigation.

c. Cumulative Impacts. Los Angeles County, within which the project site lies, is designated under the state standard as extreme non-attainment for ozone, non-attainment for carbon monoxide, and non-attainment for PM₁₀. Exceedance of air quality standards is the result of past and ongoing urban and rural development that has caused emissions to exceed the air basin's capacity for dispersal and removal of the air pollutants. Regulations developed by the South Coast Air Quality Management District anticipate attainment of state and federal air quality standards and the currently proposed project would not generate emissions beyond those anticipated in the AQMP or that exceed adopted SCAQMD thresholds of significance. Therefore, although cumulative development will continue to degrade local air quality, the project's contribution to regional impacts is not considered cumulatively considerable.

4.0 GROWTH INDUCING EFFECTS

Section 15126.2(d) of the *CEQA Guidelines* requires that EIRs discuss the potential for projects to induce population or economic growth, either directly or indirectly. CEQA also requires a discussion of ways in which a project may remove obstacles to growth, as well as ways in which a project may set a precedent for future growth.

4.1 POPULATION AND ECONOMIC GROWTH

The proposed project does not involve a residential component; therefore, it would not directly result in population growth. Construction of the proposed project would directly generate temporary employment opportunities on-site, while operation of the project would create long-term job opportunities. The commercial center would also generate sales tax revenues that would increase the County's tax base. In this way, the project could be considered an economic benefit to the community.

The new jobs provided on-site may indirectly induce some people to relocate to the area to fill new job opportunities. However, the types of proposed uses (commercial retail) would generate jobs that do not typically induce large numbers of people to relocate. Instead, such jobs are more typically filled by the local labor force. Thus, the indirect population growth associated with new job opportunities associated with the project is expected to be minimal and the project is expected to provide needed jobs in the community.

4.2 REMOVAL OF OBSTACLES TO GROWTH

The proposed project would involve the introduction of commercial uses on an 18.3-acre site currently developed with industrial and commercial buildings and one single family residence. The site is in a highly urbanized area of Los Angeles County that is already served with such utilities as water, sewer, telephone, cable TV, natural gas, and electricity. The site is also served by existing roadways in the area and would only require minor modifications to accommodate project-generated traffic. As such, the project would not be expected to remove any obstacles to development of the area.

4.3 PRECEDENT SETTING POTENTIAL

The Florence & Alameda Commercial project involves the development of an 18.3-acre site within a highly urbanized area of Los Angeles County. Because lands surrounding the site are already developed with residential, commercial, and industrial uses, a precedent for the development of in the area has already been established. The project involves redevelopment of an old industrial area and is consistent with other redevelopment activities that have already occurred in the area. Therefore, development of the project site with commercial uses would not set a precedent for growth, but rather would respond to the established redevelopment pattern in the area.

5.0 ALTERNATIVES

As required by Section 15126.6 of the State *CEQA Guidelines*, this section of the EIR examines a range of reasonable alternatives to the proposed project that could feasibly achieve similar objectives. The discussion focuses on alternatives that may be able to reduce many of the adverse impacts associated with the proposed project, including the CEQA-required “no project” alternative. Studied on-site alternatives include:

- *Alternative 1: No Project*
- *Alternative 2: Reduced Project*

Table 5-1 provides a summary comparison of the alternatives. Each of these alternatives is described in greater detail and analyzed below. Other alternatives were not considered because the only unavoidably significant impacts of the proposed project relate to traffic and can only be addressed through reduction in the size of the proposed development. Subsection 5.4 also discusses the feasibility of implementing the proposed project at an alternative site.

Table 5-1 Comparison of Project Alternatives

Land Use	Alternatives		
	Proposed Project	Alternative 1 (No Project)	Alternative 2 (Reduced Project)
Retail/Commercial	232,000 sf	---	174,000 sf
Office	14,000 sf	---	10,500 sf
General Light Industrial	---	10,577 sf existing	---
Fast food without drive-thru	---	2,682 sf existing	---
Warehousing	---	130,814 sf existing	---
Auto Service Center	---	2,195 sf existing	---
Single-Family Residential	---	1,000 sf existing	---

sf = square feet

5.1 ALTERNATIVE 1: No Project

This alternative assumes that the project is not constructed, and that the site remains in its current condition. The project site currently contains vacant industrial warehouses, some commercial buildings and one residence. Several of the warehouses are vacant.

5.1.1 Traffic and Circulation

This alternative would generate no new traffic and would therefore have no impact upon the local circulation system. The proposed project would generate an estimated 4,867 net new daily vehicle trips. The project’s impacts would be significant under Los Angeles County criteria at

four study area intersections. Impacts at these intersections cannot be reduced to a less than significant level; therefore, this alternative would have less impact upon the local circulation system. It should be noted, on the other hand, that the provision of local neighborhood shopping opportunities and jobs associated with the proposed project may reduce travel distances and associated impacts to the regional circulation system as compared to the No Project alternative.

5.1.2 Noise

No new noise sources would be introduced to the site under this alternative and no additional sources of noise would be created, either in the short term or the long term. The proposed project's noise impacts would be potentially significant due to the introduction of on-site retail activity adjacent to residential uses. However, under this alternative the current noise sources such as truck activity and auto repair would continue on the site. Overall noise impacts would be slightly lower under this alternative, though the proposed project's impacts can be reduced to a less than significant level with the recommended mitigation measures.

5.1.3 Air Quality

This alternative would not introduce any new air pollutant sources in the short term or the long term. This alternative would generate fewer air pollutant emissions than would the proposed project primarily by generating fewer vehicle trips, though it should be noted that the provision of a shopping center on-site may reduce travel length and associated air pollutant emissions for shopping trips. Local air quality impacts would be somewhat associated with this alternative would be somewhat less than with the proposed project, though the recommended mitigation measures would reduce the project's impacts to a less than significant level.

5.2 ALTERNATIVE 2: Reduced Project

This alternative would reduce the overall intensity of the proposed development by reducing the amount of retail and office space by 25%. This alternative would include approximately 174,000 square feet of retail and 10,500 square feet of office space, for a total floor area of 184,500 square feet. The purpose of this alternative is to partially address the unavoidably significant traffic impacts of the proposed project.

5.2.1 Traffic and Circulation

As shown in Table 5-2, this alternative would generate an estimated 2,968 net new daily vehicle trips to and from the site. This is about 39% fewer net new trips than would be generated by the proposed project. Consequently, general impacts to the study area intersections would be correspondingly less. The impact at the four intersections that would experience significant impacts under the proposed project would be reduced under this alternative. The impact at the three of the four study area intersections may be reduced to a less than significant level; however, the impact at the Alameda Street/Florence Avenue intersection would be expected to remain above County thresholds.

Table 5-2 Alternative 2 Vehicle Trip Generation

	Daily	Weekday AM Total	Weekday PM Total
Alternative 2 Total Net Trip Generation	2,968	-5	276
Proposed Project Net Trip Generation	4,867	78	417
<i>Difference</i>	2,563	83	141

Note: Trip estimates are the total net increase as compared to the current use of the site. For Alternative 2, the gross trips of the project were multiplied by 0.75 (75%), then the existing trips were subtracted from that total to arrive at the net increase in trips.

5.2.2 Noise

Noise sources associated with the Reduced Project alternative would be the same as those of the proposed project. Maximum noise levels during construction would be about the same as for the proposed project, though the duration of construction might be slightly less. With a reduced project, there would be correspondingly fewer vehicle trips to and from the site and less overall activity in site parking lots and loading bays. Thus, although the proposed project's noise impacts can be mitigated, this alternative would have slightly less overall impact. The mitigation measures recommended for the proposed project would apply and, as with the proposed project, would reduce impacts to a less than significant level.

5.2.3 Air Quality

The Reduced Project alternative involves a 25% reduction in overall building area as compared to the proposed project. Consequently, though worst-case daily construction emissions would be about the same as for the proposed project, the overall duration of construction would be somewhat shorter. As with the proposed project, construction impacts could be reduced to a less than significant level through implementation of standard construction practices.

The 25% reduction in overall building area would reduce traffic generation and associated emissions of air pollutants commensurately. As with the proposed project, operational emissions for this alternative would be less than significant based upon South Coast AQMD thresholds.

5.3 DISCUSSION OF ALTERNATIVE SITES

The evaluation of alternative sites is subject to special consideration under CEQA. The California Supreme Court, in *Citizens of Goleta Valley v. Board of Supervisors* (1990), indicates that a discussion of alternative sites is needed if the project "may be feasibly accomplished in a successful manner considering the economic, environmental, social, and technological factors involved" at another site.

As suggested in *Goleta*, several criteria form the basis of whether alternative sites need to be considered in detail. These criteria take the form of the following questions:

1. *Could the size and other characteristics of another site physically accommodate the project?*
2. *Is another site reasonably available for acquisition?*
3. *Is the timing of carrying out development on an alternative site reasonable for the applicant?*
4. *Is the project economically feasible on another site?*
5. *What are the land use designation(s) of alternative sites?*
6. *Does the lead agency have jurisdiction over alternative sites? and*
7. *Are there any social, technological, or other factors that may make the consideration of alternative sites infeasible?*

The applicant does not have access to other sites that would allow the project objectives to be met, and other sites of sufficient size that would reduce or avoid the project's environmental impacts are not present in the County. The pursuit of other sites outside the jurisdiction of the County is not considered feasible, either from an economic or timing standpoint. Finally, pursuit of the project on an alternative site would not meet the project objective of redeveloping the project site, which is currently in a blighted condition. Consequently, alternative sites are not discussed further in this EIR.

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Both of the alternatives would be environmentally superior to the proposed project in at least one issue area. The No Project Alternative is considered environmentally superior as it would have no impact. However, that alternative would not fulfill the basic objective of the project, which is the redevelopment of an industrial site into an economically viable commercial center. Further, the No Project alternative would not preclude the site from eventual development in accordance with the existing General Plan and Zoning Ordinance.

The Reduced Project alternative would also be environmentally superior to the proposed project because it would incrementally reduce impacts in all issue areas. However, this alternative may not be economically viable and therefore may not meet one of the basic project objectives.

6.0 REFERENCES and PREPARERS

6.1 REFERENCES

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Bolt, Beranek, and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

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Katz, Okitsu & Associates, Traffic Study for Florence & Alameda Commercial Center, Florence, CA, November 26, 2003. (PRINTED)

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<http://assessormap.lacountyassessor.com/mapping/viewer.asp>, accessed December 31, 2003.

Melissa Mascali, Environmental Analyst, Rincon Consultants, Site Visit, January 7, 2004. (FIELD)

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993.

State of California State Guidelines for Noise Compatibility.

6.2 AGENCIES CONTACTED

Los Angeles County Public Works Department
South Coast Air Quality Management District
Alameda Corridor Transportation Authority

6.3 LIST OF PREPARERS

This EIR was prepared by Rincon Consultants, Inc. under contract to the Los Angeles County Community Development Commission. Persons involved in data gathering, analysis, project management, and quality control are listed below.

Joe Power, AICP, Planning Manager
Duane Vander Pluym, D. ESE, Principal
Hilary Hodges, Environmental Planner
Melissa Mascali, Environmental Planner
Kathy Babcock, Graphics Technician



Appendix A

Notice of Preparation Responses



Terry Tamminen
Agency Secretary
Cal/EPA



Department of Toxic Substances Control

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201



Arnold Schwarzenegger
Governor

February 11, 2004

Mr. Donald Dean
Environmental Officer
County of Los Angeles Community Development Commission
Block Grant Division
2 Coral Circle
Monterey Park, California 91755

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE FLORENCE AND ALAMEDA COMMERCIAL CENTER, SCH NO. 2004011058

Dear Mr. Dean:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation of a draft Environmental Impact Report (EIR) for the project mentioned above.

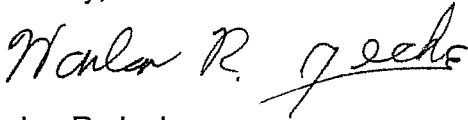
Based on the review of the document, DTSC comments are as follows:

1. The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
2. The draft EIR needs to identify any known or potentially contaminated site within the Project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
3. The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
4. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

Mr. Donald Dean
February 11, 2004
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me, at (818) 551-2877.

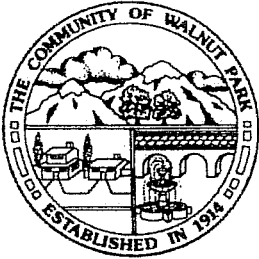
Sincerely,

A handwritten signature in black ink that reads "Harlan R. Jeche". The signature is written in a cursive style with a large, stylized "H" and a long, sweeping underline.

Harlan R. Jeche
Unit Chief
Southern California Cleanup Operations Branch – Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



Walnut Park Merchants' Association

February 9, 2004

Community Development
Block Grant Division
C/O Donald Dean,
Environmental Officer
2 Coral Circle
Monterey Park, Ca. 91755

Walnut Park Merchants' Association
P.O. Box 3567
Huntington Park, Ca. 90255

Subject: Notice of Preparation of a
Draft Environmental Impact Report

Dear Mr. Donald Dean:

The association favors the proposed Florence & Alameda Commercial Center. If we can help in any way, please feel free to contact us.

Sincerely,

Marcos Santana,
President



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"Enriching Lives"

JAMES A. NOYES, Director

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ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE

REFER TO FILE: T-4

February 24, 2004

TO: Donald Dean
Community Development Commission/Housing Authority

FROM: William J. Winter 
Assistant Deputy Director
Traffic and Lighting Division

**FLORENCE AND LA ALAMEDA COMMERCIAL CENTER
NOTICE OF PREPARATION
DRAFT ENVIRONMENTAL IMPACT REPORT
WALNUT PARK AREA**

As requested, we have reviewed the above-mentioned document. The proposed project is located between Florence Avenue on the north, Leota Street on the south, Roseberry Avenue on the east, the Alameda Corridor freight facility and Alameda Street on the west in the unincorporated area of Walnut Park.

The proposed project includes the demolition of approximately 15 existing structures and the construction of a 235,325-square-foot shopping center with leasable retail space and 14,000 square feet of office space. The office space will be located on the upper level of the development. The development will include 1,153 surface parking spaces. The project is expected generate approximately 10,100 trips per day during the weekdays, with 242 and 880 during the a.m. and p.m. peak hours, respectively. Approximately 11,759 trips per day are expected to be generated on Saturdays, with 607 and 562 during the a.m. and p.m. peak hours, respectively.

We believe that the proposed project has the potential to significantly impact the County and County/City roadways and intersections in the area. We will review the related environmental documents for this project when completed. Currently, we are reviewing the traffic study for this project. We will provide our recommendations with regard to the project's potential traffic impacts and mitigation measures when we have completed our review. Generally, the County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also

Donald Dean
February 24, 2004
Page 2

address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected intersection, the developer shall determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report Guidelines is attached.

If you have any questions regarding the review of this document, please contact Anna Marie Gilmore of our Traffic Studies Section at (626) 300-4741.

AMG:cn
EIR 04018.DOC2

Attach.



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"Enriching Lives"

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ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

February 25, 2004

IN REPLY PLEASE
REFER TO FILE: WM-4

Mr. Donald Dean
Environmental Officer
Community Development
Block Grant Division
2 Coral Circle
Monterey Park, CA 91755

Dear Mr. Dean:

**RESPONSE TO A NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
FLORENCE AND LA ALAMEDA COMMERCIAL CENTER
UNINCORPORATED COUNTY OF LOS ANGELES
WALNUT PARK**

Thank you for the opportunity to provide comments on the subject document. The proposed project consists of the development of an approximately 249,325 square feet, including 235,325 square feet of shopping center, 14,000 square feet of general office space and 1,153 square feet surface parking spaces. Approximately 15 onsite structures will be demolished. The 18.3-acre project site is located in unincorporated community of Walnut Park, bounded by Florence Avenue to the north, the Alameda Corridor Freight Rail Facility and Alameda Street to the west, Roseberry Street to the east, and Leota Street to the south. We have reviewed the submittal and offer the following comments:

Environmental Programs

As projected in the Los Angeles County Countywide Siting Element, which was approved in late 1997 by a majority of the cities in the County of Los Angeles with a majority of the population and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction and demolition activities associated with the proposed project and the postdevelopment operation over the life of the proposed project will increase the generation of solid waste and may negatively impact solid waste management infrastructure in the County. Therefore, the proposed environmental

Mr. Donald Dean
February 25, 2004
Page 2

document must identify what measures the project proponent plans to implement to mitigate the impact. Otherwise, the cumulative impact of solid waste generation from individual projects will negatively impact the solid waste management infrastructure in the County. Mitigation measures may include implementation of waste reduction and recycling programs to divert the solid waste from the landfills.

In addition, Assembly Bill 939, as amended, requires the County to reduce by 50 percent the amount of solid waste disposed at landfills. Failure to comply could subject the County to fines up to \$10,000 per day. Waste generated as a result of the project that is not diverted from landfills will be counted against the unincorporated areas for the purpose of measuring compliance with the waste reduction mandate. To mitigate the project's impact to the solid waste infrastructure and facilitate the County's compliance with the waste reduction mandate, the proposed project should divert at least 50 percent of its construction and demolition debris from the landfills and submit reports to our Environmental Programs Division, detailing the volume of debris generated and the percentages of this debris that are recycled and disposed in landfills.

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable materials for this project.

Our files indicate that abandoned underground storage tanks and existing industrial waste clarifiers may be located on the property. Should any operation within the subject project include the construction, installation, modification or removal of underground storage tanks, and industrial waste treatment or disposal facilities, our Environmental Programs Division must be contacted for required approvals and operating permits.

Food service establishments may be required to provide a grease treatment device and will be subject to review and approval by our Environmental Programs Division.

If you have any questions, please contact Mr. Wilson Fong at (626) 458-3581.

Flood Maintenance

At this time we have no comment, but once the plans and specifications have been prepared, we will be able to provide specific comments to the project.

If you have any questions, please contact Mr. Jerry Burke at (626) 458-4114.

Mr. Donald Dean
February 25, 2004
Page 3

Geotechnical and Materials Engineering

The proposed project will not have significant environmental effects from a geology and soils standpoint, provided the appropriate ordinances and codes are followed. The project is located within a mapped potentially liquefiable area, per the State of California Seismic Hazard Zone Map, South Gate Quadrangle. However, a liquefaction analysis is not warranted at this time. Detailed liquefaction analyses, conforming to the requirements of the State of California Division of Mines and Geology Special Publication 117, must be conducted at the tentative map and/or grading/building plan stages.

If you have any questions, please contact Mr. Amir Alam at (626) 458-4925.

Land Development

Hydrology and Standard Urban Storm Water Mitigation Plan (SUSMP) Review

During the Draft Environmental Impact Report stage, a drainage concept/SUSMP report will be required to assess and mitigate drainage and SUSMP impacts. The analysis should address increase in runoff, any change in drainage patterns, treatment method proposed for SUSMP regulations, and the capacity of storm drain facilities.

During the Draft Environmental Impact Report stage, the applicant should submit an area study to Public Works to determine if capacity is available in the proposed and existing sewage system servicing this project. If the system is found to have insufficient capacity, upgrade of the proposed and existing sewerage system is required to the satisfaction of Public Works. In addition, the sewer deficiencies shall be addressed in the final environmental documents, subject to the approval by Regional Planning Department.

We have no comments regarding water availability at this time.

If you have any questions, please contact Mr. Timothy Chen at (626) 458-4921.

Transportation Planning

Florence Avenue is a major highway on the County Highway Plan, the existing 50 feet of right of way from the centerline should be preserved.

If you have any questions, please contact Mr. Hubert Seto at (626) 458-4349.

Mr. Donald Dean
February 25, 2004
Page 4

Traffic and Lighting

The proposed project has the potential to significantly impact the County and County/city roadways and intersections in the area. We will review the related environmental documents for this project when completed. Currently, we are reviewing the traffic study for this project. We will provide our recommendations with regard to the project's potential traffic impacts and mitigation measures when we have completed our review. Generally, the County's methodology shall be used when evaluating the County and/or County/city intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected intersection, the developer shall determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report Guidelines is enclosed.

If you have any questions, please contact Ms. Anna Marie Gilmore of our Traffic Studies Section at (626) 300-4741.

Watershed Management

Los Angeles River/Harbor Watershed Section

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

The proposed surface parking lot and shopping center must comply with SUSMP requirements as set forth by the Regional Water Quality Control Board.

The applicant shall ensure that appropriate Best Management Practices are in place during demolition and construction periods to prevent polluted runoff from entering adjacent storm drains.

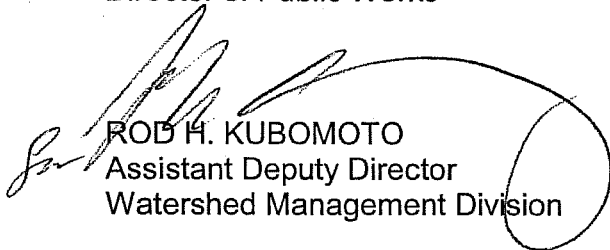
If you have any questions, please contact Mr. Tuong Nguyen at (626) 458-4310.

Mr. Donald Dean
February 25, 2004
Page 5

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works



ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

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Enc.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 S. SPRING STREET
LOS ANGELES, CA 90012
PHONE (213) 897-4429
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

February 2, 2004

IGR/CEQA cs/040143
NOP
County of Los Angeles
Florence & La Alameda
Commercial Center, approximately
249,325 sq. ft. of retail and
commercial office development
Florence Ave./Alameda St.
Vic. LA-110-16.58
SCH# 2004011058

Mr. Donald Dean
County of Los Angeles
Community Development Commission
Community Development Block Grant Division
2 Coral Circle
Monterey Park, CA 91755

Dear Mr. Dean:

Thank you for including the California Department of Transportation in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments:

A traffic study may be needed to evaluate the project's overall impact on the State transportation system. A traffic study would include: trip generation/distribution percentages and assignments; an analysis of ADT, AM and PM peak hour volumes for both the existing and future (year 2025) conditions. This should also include level-of-service calculations using the HCM 2000 methodology. The analysis should include existing traffic volumes, project and cumulative traffic volumes, future traffic volumes projections for year 2025 calculating existing, project and cumulative level-of-service (LOS) conditions for mainline freeways and on/off-ramps.

The Equitable Share responsibility for traffic mitigation measures which would be needed for State highways is based on 10 or more projected peak period trips in a specific direction resulting in expected operational impacts to mainline and freeway on/off-ramps. The County should refer to Appendix "B" Methodology for Calculating Equitable Mitigation Measures found in our Caltrans Guide for the Preparation of Traffic Impact Studies. The Guide can be found on the internet at:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Any mitigation measures proposed to alleviate traffic impact should include, but not be limited to the following:

- financing
- scheduling considerations
- implementation responsibilities
- monitoring plan.

Mr. Donald Dean
February 2, 2004
Page Two

We recommend that construction related truck trips on State highways be limited to off-peak commute periods. Transport of over-size or over-weight vehicles on State highways will need a Transportation Permit from the California Department of Transportation.

In respect to construction related haul routes, the applicant should agree to avoid excessive or poorly timed truck platooning (caravans of trucks) to minimize transportation related operational conflicts, minimize air quality impacts, and maximize safety concerns.

If you have any questions regarding our comments, refer to our internal IGR/CEQA Record # cs/040143, and please do not hesitate to contact me at (213) 897-4429.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Buswell", with a long horizontal flourish extending to the right.

STEPHEN BUSWELL
IGR/CEQA Branch Chief

cc: Mr. Scott Morgan, State Clearinghouse

Appendix B

Environmental Assessment/Initial Study

HUD – NEPA – Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

HUD – NEPA- ENVIRONMENTAL ASSESSMENT

- Project Name:** Florence & Alameda Commercial Center
- Project Location:** The 18.3-acre project site is located within the unincorporated community of Florence in Los Angeles County. It is bounded by Florence Avenue to the north, the Alameda Corridor freight rail facility and Alameda Street to the west, Roseberry Street to the east, and Leota Street to the south. Figure 1 shows the regional location of the project and Figure 2 shows the location of the project within Florence.
- Assessor’s Parcels Number(s):** 6025-026-001, 6025-026-002, 6025-026-003, 6025-026-004, 6025-026-018, 6025-026-026, 6025-026-020, 6025-026-021, 6025-026-022, 6025-026-023, 6025-026-025, 6025-026-024, 6025-030-011, 6025-030-007, 6025-034-009, 6025-034-005, 6025-034-010, 6025-034-008, 6025-034-007, 6025-034-011, 6025-034-012, 6025-034-003, 6025-034-006.
- Statement of Need:** The proposed project is consistent with the guidelines of the CDBG program. The project provides for the redevelopment of an industrial area into a retail shopping center.
- Project Description:** The proposed project involves construction of an approximately 246,000 square foot development, including 232,000 square feet of shopping center leasable space and 14,000 square feet of general office space. The shopping center would include both major and minor retail tenants. The general Office space would be located on the upper level of the development. The proposal also includes 1,153 surface parking spaces. The project site plan is shown on Figure 3. Photographs of the site and surrounding area are shown on Figures 4 and 5.

HUD - NEPA - Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
Land Development							
Conformance With Comprehensive Plans and Zoning	X						The project site is zoned M-1, Light Industrial (a). The proposed retail/office project is an allowed use with this zone.
Compatibility and Urban Impact					X		Surrounding land uses include commercial to the north, south, and west, industrial to the south, and residential to the east. The commercial uses include auto repair/sales, restaurants, and small markets. The industrial use is a glass recycling facility and the residential is primarily single-family residences (b). The project would be compatible with the scale and type of surrounding commercial development and is generally designed to minimize adverse impacts to the residential neighborhood. The increase in commercial activity onsite may create minor noise conflicts with adjacent residences; however, implementation of recommended measures would reduce such impacts to acceptable levels.
Slope	X						The project site is flat (b). The project would not involve major topographic modifications or create any significant erosion or sedimentation problems.
Erosion	X						There is no evidence of any substantial erosion problems onsite (b).
Soil Suitability	X						There is no evidence of soil suitability problems on the project site (b). Routine soil tests would need to be conducted to determine foundation design parameters for the new structures.
Hazards and Nuisances, Including Site Safety			X				<p>The project site is currently developed with several residential, commercial, and industrial buildings and historically has been used for a variety of industrial activities, including glass manufacturing, and metal fabrication and finishing. Several Phase I and Phase II environmental site assessments (ESAs) have been completed for the project site since 1999. These reports, all listed on page 14, are incorporated by reference and are available for review at the LACDC headquarters at 2 Coral Circle in Monterey Park.</p> <p>A February 1999 Phase I and II assessment by PIC Environmental Services (j) included subsurface soil tests and did not identify any elevated levels of petroleum or other hazardous materials. A May 1999 Phase I ESA by West Coast Environmental (k) recommended a limited subsurface assessment of the soils around a former clarifier onsite. Ninyo & Moore conducted this subsurface assessment in July 1999, as reported in their July 8, 1999 letter report (l), and found that there is a low likelihood that significant concentrations of petroleum hydrocarbons,</p>

HUD - NEPA - Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							<p>volatile organic compounds (VOCs), or metals are present in the soil in the vicinity of the clarifier.</p> <p>A 2001 Phase I ESA conducted by CERES Technologies (m) notes that the project site appears on various hazardous site lists (regulated underground storage tank list, leaking underground storage tanks, RCRA generators) and recommends additional study of several possible areas of concern, including: (1) possible asbestos containing building materials (ACBMs) in several site structures; (2) two clarifiers and several sumps on the site; (3) elevated petroleum hydrocarbon concentrations in soils in the vicinity of five remaining underground storage tanks; and (4) various other areas of the site where hazardous materials were used in conjunction with past uses of the site. CERES Technologies conducted two Phase II ESAs that involved soil sampling in the areas identified as having potential soil contamination issues (n, o). Although the initial Phase II ESA recommended additional sampling, the most recent Phase II ESA (completed in January 2004) did not identify concentrations of VOCs that would create a significant health hazard. Thus, no additional assessment or remedial action is recommended. If evidence of soil contamination is discovered during grading, such contamination will be evaluated and, if necessary, remediated prior to project construction. Any asbestos found in buildings will be removed prior to any renovation or demolition activity that would disturb asbestos containing materials in accordance with all applicable South Coast AQMD requirements.</p>
Energy Consumption	X						<p>Project operation would incrementally increase the consumption of electricity and natural gas. However, because these resources are available both locally and regionally, no significant impact to the availability of energy resources is expected over the long-term. The project would comply with state energy conservation requirements.</p>
Noise							
Effects of Ambient Noise on Project and Contribution to Community Noise Levels					X		<p>Project construction would generate short-term noise level increases. Local noise ordinances would apply.</p> <p>The proposed project would add an estimated 4,808 average daily vehicle trips to local roadways (c). This increase in traffic would incrementally increase roadway noise levels, but the increase would not be audible or cause an exceedance of HUD or County noise standards.</p> <p>The project site is directly adjacent to a noise-sensitive residential neighborhood. Truck deliveries and parking lot sweeping at the proposed shopping center would not be expected to generate noise exceeding County of Los</p>

HUD - NEPA - Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							Angeles Noise Ordinance standards. Nevertheless, mitigation is recommended to minimize the potential for noise impacts.
Air Quality							
Effects of Ambient Air Quality on Project and Contribution to Community Air Pollutant Levels					X		<p>The project site is located in the South Coast Air Basin, which is a nonattainment area for ozone, carbon monoxide, and fine particulate matter (PM₁₀). Project users would therefore be exposed to potentially unhealthy ambient air because this regional condition cannot be feasibly mitigated.</p> <p>Traffic associated with the project would incrementally increase air pollutant emissions, but such emissions would not exceed locally adopted significance thresholds or hinder attainment of federal air quality standards (d).</p> <p>Project construction would generate temporary increases in emissions of ozone precursors and dust. Mitigation is recommended to minimize such impacts.</p>
Environmental Design and Historic Values							
Visual Quality - Coherence, Diversity, Compatible Use, and Scale		X					The project would involve the development of a commercial shopping center with major and minor retail tenants. The surrounding area to the north, south, and west is commercial and industrial. The bulk and height of the buildings are consistent with the surrounding commercial development. To the east are single-family homes, most of which are two-story. The project is separated from the existing residential uses by an 8-foot concrete wall, screening it from ground level views. As the project site is currently developed primarily with industrial and commercial buildings with little aesthetic value, replacement of these existing structures with a unified commercial development may be considered an aesthetic improvement.
Historic, Cultural, and Archaeological Resources					X		Historic and archaeological resource analyses have been conducted and are included as appendices to this environmental assessment. The project is not expected to disturb either historic or archaeological resources; nevertheless, if previously unidentified archaeological resources are identified during grading or construction, work will need to be temporarily suspended while the find is evaluated by a qualified archaeologist.
Socioeconomic Conditions							
Demographic/Character Changes		X					The proposed project would not change the residential demographic character of the area. The project would provide temporary construction jobs and long-term retail employment opportunities.
Displacement			X				The project site is developed with several occupied warehouse buildings, some small scale commercial

HUD - NEPA - Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							businesses along Florence Avenue, and one occupied single-family residence in the southeast corner of the site. These current uses would be displaced by project development. All displaced businesses and residents would receive relocation assistance in accordance with state and federal requirements.
Employment and Income Patterns	X						The project would generate short-term employment opportunities during construction as well as long term employment opportunities during operation.
Community Facilities and Services							
Educational Facilities	X						The proposed project includes retail and office uses, which would not affect existing educational facilities and would not create the need for additional facilities.
Commercial Facilities			X				The project involves the construction and operation of a retail/office project. Existing industrial and commercial uses onsite would be displaced by the proposed project. However, displaced businesses would receive relocation assistance in accordance with state and federal requirements.
Health Care	X						The proposed retail/office project would not affect the provision of health care services.
Social Services	X						The proposed retail/office project would not affect social services in the area.
Solid Waste	X						Construction activity would generate solid waste in the short-term. All construction activity would be required to implement local policies concerning recycling/reuse of construction wastes. The proposed project would be expected to incrementally increase the generation of solid waste over existing conditions. This increase is not expected to significantly affect area landfills. The project would participate in local recycling programs.
Waste Water	X						The proposed project would increase wastewater generation over current conditions. However, the site is in a highly urbanized area with wastewater infrastructure in place. Because the site is zoned for urban development, wastewater infrastructure is expected to be able to adequately convey project-generated flows. Any minor improvements to local wastewater infrastructure needed for the project would be implemented in conjunction with project construction.
Storm Water	X						Project development may incrementally increase the amount of impervious surfaces on-site, which could incrementally increase runoff from the site. However, the site is currently developed with urban uses and is in a highly urbanized area with a storm drain system in place. The proposed project would comply with applicable requirements of the National Pollutant Discharge

HUD - NEPA - Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							Elimination System (NPDES), which requires use of best management practices to control runoff and associated pollutants. By replacing older industrial uses with a new commercial development with drainage infrastructure built to current standards, the project may improve the quality of surface runoff from the site.
Water Supply	X						The proposed project may incrementally increase water demand over existing conditions. However, the proposed commercial use would not generate population or directly increase regional demand for water. The site is in a highly urbanized area with water infrastructure in place; therefore, no water delivery issues are anticipated.
Public Safety Police	X						The Los Angeles County Sheriffs Department has a station located at 11703 Alameda Street in Lynwood (approximately 3.5 miles from the project site), which provides police protection services in the project vicinity (e). The proposed project may incrementally increase demand for police protection services, but significant impacts are not anticipated. By replacing a deteriorating industrial area with a new commercial development, the project may improve safety conditions in the area.
Fire	X						The Los Angeles County Fire Department Battalion 13 would provide fire protection to the site. There are fire stations located in nearby Huntington Park, South Gate, and Lynwood (f). The proposed project may incrementally increase demand for fire protection; however, the project would comply with applicable Fire Code requirements. By replacing a deteriorating industrial area with a new commercial development built to current Fire Code standards, the project may reduce fire hazards in the area.
Emergency Medical	X						The Los Angeles County Fire Department would provide emergency medical services for the project (f). Victims would be taken to the Martin Luther King/Drew Medical Center, about 5 miles from the project site. The proposed project would incrementally increase the demand for paramedic and emergency medical services. However, this increase would not significantly affect the provision of emergency medical services.
Open Space And Recreation Open Space	X						The project site is currently occupied with a mix of industrial, commercial, and residential uses. The proposed commercial development would not adversely affect any areas used for or designated as public open space.
Recreation	X						The project site is currently occupied with a mix of industrial, commercial, and residential uses. The proposed project would not affect any areas used or designated for

HUD - NEPA - Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							recreational use.
Cultural Facilities	X						The project site is currently occupied with a mix of industrial, commercial, and residential uses. The project would not adversely affect any cultural facilities (b).
Transportation			X				The proposed project would incrementally increase traffic on roadways in the project vicinity. A traffic study completed for the project (c) estimates that the project would result in a net increase of 4,867 daily vehicle trips. Project-generated volumes would exceed locally adopted significance criteria at some study area intersections. However, impacts would not be regionally significant or exceed any adopted HUD standards. The project applicant would be required to comply with all mitigation programs required locally in accordance with the California Environmental Quality Act as well as with the mitigation measures listed at the end of this Environmental Assessment.
Natural Features							
Water Resources	X						The proposed project would not affect water resources (b).
Surface Water	X						No surface water is located onsite or in the immediate site vicinity (b). Therefore, no impacts to surface water would occur.
Watercourses	X						There are no watercourses within the vicinity of the project area (b). No impact to watercourses is anticipated.
Unique Natural Features and Agricultural Lands	X						The project site is in a highly urbanized area lacking unique natural features and agricultural lands. The proposed project would not affect any natural features. No active agricultural lands are present within or adjacent to the project area (b).
Vegetation and Wildlife	X						The project site is largely paved and contains little vegetation. It is located in a highly urbanized area lacking native biological habitats. No important biotic communities exist, and no wildlife was observed onsite (b). Therefore, the project would not affect sensitive vegetation or wildlife.
Long-Term Effects							
Growth-Inducing Impacts	X						The proposed project would provide retail commercial and office facilities and would not directly or indirectly induce population growth. Rather, the project is intended to serve the existing population in the area. The project would not require the extension of infrastructure or roadways since the site has been developed in the past and is in a highly urbanized area. Therefore, the project's potential to induce growth is not considered significant.
Cumulative Effects	X						The proposed project would provide infill redevelopment in an urbanized area. While it would increase the intensity of development on the project site, it would not contribute to

HUD - NEPA - Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							any cumulative impacts exceeding adopted HUD standards.

HUD - NEPA - Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

Area of Statutory/ Regulatory Compliance	Not Applicable To this Project	Consultation Required and Completed	Permits Required and Obtained	Project Consistent with Applicable Policies	Conditions and/or Mitigation Actions Required	Note Compliance Documentation
1. Historic Properties 36 CFR 800 (CDBG) 36 CFR 801 (UDAG)					X	The site is currently developed and largely paved. Though historic or archaeological resources are not known on-site, work should be halted temporarily in the event that as yet undiscovered resources are uncovered during grading.
2. Floodplain Management 42 FR 26951	X					The project site is characterized as zone "X" on the FEMA Federal Insurance Rate Map, indicating that the site is outside the 100-year flood zone (g).
3. Wetlands Protection 42 FR 26951	X					No wetlands are located on or near the project site (b).
4. Coastal Zone Plan 16 U.S.C. 1451	X					The project site is not located in a coastal zone (b).
5. Sole Source Aquifers 42 U.S.C. 201, 300(g) and 21 U.S.C. 349	X					No sole source aquifers are located in the site vicinity.
6. Endangered Species 16 U.S.C. 1531	X					The project site is in a highly urbanized area. No endangered species are located in the area.
7. Wild and Scenic Rivers 16 U.S.C. 1271	X					No wild or scenic rivers are located in the site vicinity (b).
8. Air Quality Protection 42 U.S.C. 7401	X					<p>The project site is located in the South Coast Air Basin, which is a nonattainment area for ozone, carbon monoxide, and fine particulate matter (PM₁₀). Project users would therefore be exposed to potentially unhealthy ambient air because this regional condition cannot be feasibly mitigated.</p> <p>Traffic associated with the project would incrementally increase air pollutant emissions, but such emissions would not exceed locally adopted significance thresholds or hinder attainment of federal air quality standards (d).</p> <p>Project construction would generate temporary increases in emissions of ozone precursors and dust. Mitigation is recommended to minimize such impacts.</p>
9. Farmland Protection 7 U.S.C. 4201	X					No agricultural uses are located on-site or in the vicinity of the project (b).
10. Environmental Justice Executive Order 12898	X					The project would provide employment opportunities in the community during construction and operation. The project would not expose low-income or minority populations to any environmental justice concerns.

HUD - NEPA - Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

Area of Statutory/ Regulatory Compliance	Not Applicable To this Project	Consultation Required and Completed	Permits Required and Obtained	Project Consistent with Applicable Policies	Conditions and/or Mitigation Actions Required	Note Compliance Documentation
11. HUD Environmental Standards, 24 CFR 51 as amended						
a. Noise Abatement 24 CFR 51B	X					<p>Project construction would generate short-term noise level increases. Local noise ordinances would apply.</p> <p>The proposed project would add an estimated 4,808 average daily vehicle trips to local roadways (c). This increase in traffic would incrementally increase roadway noise levels, but the increase would not be audible or cause an exceedance of HUD or County noise standards.</p> <p>The project site is directly adjacent to a noise-sensitive residential neighborhood. Truck deliveries and parking lot sweeping at the proposed shopping center may generate noise exceeding County of Los Angeles Noise Ordinance standards. Mitigation is recommended to reduce noise to an acceptable level.</p>
b. Landfill Hazards CPD Letter 79-33	X					The project site is not subject to any known landfill hazards (b).
c. Upset Hazards 24 CFR 51B	X					The project site is not subject to any known upset hazards (b).
d. Flammable Oper. 24 CFR 51C	X					The project site is not subject to any known flammable operations or explosives (b).
e. Toxic/Radioactivity HUD Notice 79-33					X	<p>As discussed under "Hazards and Nuisances, Including Site Safety," several areas of potential concern with respect to hazardous materials are present onsite. These include: (1) possible asbestos containing building materials (ACBMs) in several site structures; (2) two clarifiers and several sumps on the site; (3) elevated petroleum hydrocarbon concentrations in soils in the vicinity of five remaining underground storage tanks; and (4) various other areas of the site where hazardous materials were used in conjunction with past uses of the site. These issues would require additional investigation, and possibly remediation, prior to demolition or grading.</p>
f. Airport Clear Zones 24 CFR 51D	X					The project site is not near an airport, and is not located in an airport clear zone (h).

HUD – NEPA – Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

Summary of Findings and Conclusions:

The proposed project involves construction of an approximately 249,325 square foot development, including 235,325 square feet of shopping center leasable space and 14,000 square feet of general office space. The proposal also includes 1,153 surface parking spaces. The site is zoned Industrial. The proposed project is an allowed use within this zone.

The project site is in an area characterized by a mix of industrial, commercial, and residential development. The proposed project would generally be compatible with the scale and visual character of the surrounding area. However, construction and operation of the project may generate noise at the adjacent residences that requires mitigation. The project site appears on various hazardous site lists (regulated underground storage tank list, leaking underground storage tanks, RCRA generators). However, onsite soil sampling did not identify concentrations of VOCs that would create a significant health hazard. Thus, no additional assessment or remedial action is recommended.

The project would displace several existing businesses and a single family residence. Relocation assistance would be provided in accordance with State and Federal requirements. No threatened or endangered wildlife was observed on the site, nor is it expected to occur. No watercourses or water resources are located in the project area, and the project is located in an area with minimal flooding potential. The proposed project would not consume substantial quantities of water or energy or generate substantial quantities of solid waste or wastewater.

The project would not significantly affect public facilities or public services. Implementation of the project would create employment opportunities during construction and operation. The proposed project is not expected to disturb either historic or archaeological resources; nevertheless, if previously unidentified archaeological resources are identified during grading or construction, work will need to be temporarily suspended while the find is evaluated by a qualified archaeologist.

The project would conform to all applicable federal, state, and regional air pollution control regulations, both short- and long-term. With mitigation, it would not significantly affect local or regional air quality. The project would incrementally increase daily traffic volumes in the immediate area, which may adversely affect intersection operation. However, impacts would not be regionally significant or exceed any adopted HUD standards. The project applicant would be required to comply with all mitigation programs required locally in accordance with the California Environmental Quality Act.

Summary of Environmental Conditions:

The project site is flat and is located in a highly urbanized area. The site is currently developed with approximately 15 buildings and surface parking. There is no significant vegetation on the site. No wildlife was observed on-site or in the vicinity.

Project Modifications and Alternatives Considered:

The proposed project would not result in any impacts exceeding adopted HUD criteria that cannot be avoided with the mitigation measures recommended below. As such, consideration of alternatives is

HUD – NEPA – Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

not necessary pursuant to the requirements of NEPA. An environmental impact report (EIR) that has been prepared pursuant to the California Environmental Quality Act (CEQA) addresses project alternatives to address potential traffic concerns relating to locally adopted CEQA criteria. Alternatives include a “no project” scenario and a reduced project size scenario.

Mitigation Measures Required:

The following mitigation measures are required:

1. **Historic, Cultural, and Archaeological Resources.** No archaeological resources are known to be on the project site. However, in the event that archaeological resources are unearthed during project construction, all earth disturbing work within 50 meters of the find must be temporarily suspended until a qualified archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Gabrielino/Tongva representative should monitor any mitigation excavation associated with Native American materials. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.
2. **Noise.** The applicant shall implement the following to mitigate potential noise impacts:
 - To minimize noise disturbance due to construction, the following shall be implemented during construction:
 - *Construction activities at the site shall be limited to weekdays, between the hours of 7:00 a.m. and 7:00 p.m.*
 - *All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.*
 - *Electrical power shall be used to run air compressors and similar power tools.*
 - To minimize noise disturbance due to onsite activity, onsite trash pickup services, street and parking lot sweeping, and truck deliveries shall be restricted to between the hours of 7:00 AM and 10:00 PM.
 - To ensure that loading dock operations do not generate noise exceeding applicable noise standards, all loading bays on the east side of the site shall include solid block walls not less than 8 feet in height between the loading bay and the adjacent residences.
3. **Air Quality.** The applicant shall implement the following during construction:
 - Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust onsite as follows:
 - *During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.*

HUD – NEPA – Environmental Assessment

Project Name and Identification Number: Florence & Alameda Commercial Center

- *During clearing, grading, earth moving, excavation, or transportation of cut or fill materials streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly.*
 - *During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.*
 - *Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.*
 - Construction equipment used onsite shall meet the following conditions in order to minimize NO_x emissions:
 - *The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;*
 - *Construction equipment must be maintained per manufacturer's specifications;*
 - *Equipment shall be equipped with 2- to 4-degree engine timing retard or precombustion chamber engines;*
 - *Catalytic converters shall be installed, if feasible;*
 - *Diesel-powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and*
 - *NO_x emissions during construction shall be reduced by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time.*
 - The project applicant shall use low volatile organic compound (VOC) architectural coatings in construction in accordance with SCAQMD Rule 1113 and shall coordinate with the SCAQMD to determine which coatings would reduce VOC emissions to the maximum degree feasible.
- 4. Traffic and Circulation.** The applicant shall implement the following prior to project occupancy:
- A northbound protected left-turn phase shall be added to the existing traffic signal at the Santa Fe Avenue/Florence Avenue intersection.
- 5. Additional Modifications.** Minor changes to the mitigation measures required as a condition of funding approval are permitted, but can only be made with the approval of the Executive Director of the Community Development Commission (CDC) of Los Angeles County.

HUD – NEPA – Environmental Assessment

Project Name and Identification Number: Bethune Transition Center Construction Project

References:

- a. Los Angeles County Department of Regional Planning, personal communication, January 20, 2004. (CONTACT)
- b. Melissa Mascali, Environmental Analyst, Rincon Consultants, Site Visit, January 7, 2004. (FIELD)
- c. Katz, Okitsu & Associates, Traffic Study for Florence & Alameda Commercial Center, Florence, CA, November 26, 2003. (PRINTED)
- d. South Coast Air Quality Management District (November 1993), CEQA Air Quality Handbook. (PRINTED)
- e. Los Angeles County Sheriff's Department, Official Website, http://lasd.org/stations/station_index.html, accessed December 29, 2003. (ELECTRONIC)
- f. Los Angeles County Fire Department, Official Website, <http://lacofd.org/HOMETOWN.HTM>, accessed December 29, 2003. (ELECTRONIC)
- g. Los Angeles County Department of Health Services, Official Website, <http://www.dhs.co.la.ca.us/hospitals/>, accessed December 29, 2003.
- h. FEMA Flood Insurance Rate Map (FIRM), panel no. 060136 0010C, revised July 6, 1998. (PRINTED)
- i. Los Angeles County Office of the Assessor, Official Website, <http://assessormap.lacountyassessor.com/mapping/viewer.asp>, accessed December 31, 2003.
- j. PIC Environmental Services, Preliminary Environmental Site Assessment Report (Phase I and II) concerning Commercial Property at 2100 East Florence Avenue, Huntington Park, CA 90255, February 26, 1999.
- k. West Coast Environmental, Phase I Environmental Site Assessment: 7303 Roseberry Avenue, prepared for Union Bank of California, May 3, 1999.
- l. Ninyo & Moore, Results of a Limited Subsurface Investigation: 7303 Roseberry Avenue, July 8, 1999.
- m. Ceres Technologies, Phase I Environmental Site Assessment: Commercial Property at 7507 Roseberry Avenue, July 18, 2001.
- n. Ceres Technologies, Limited Phase II Environmental Site Assessment: Commercial Property at 7507 Roseberry Avenue, September 25, 2001.
- o. Ceres Technologies, Additional Limited Phase II Environmental Site Assessment: Commercial Property at 7507 Roseberry Avenue, January 13, 2004.

HUD - NEPA - Environmental Assessment

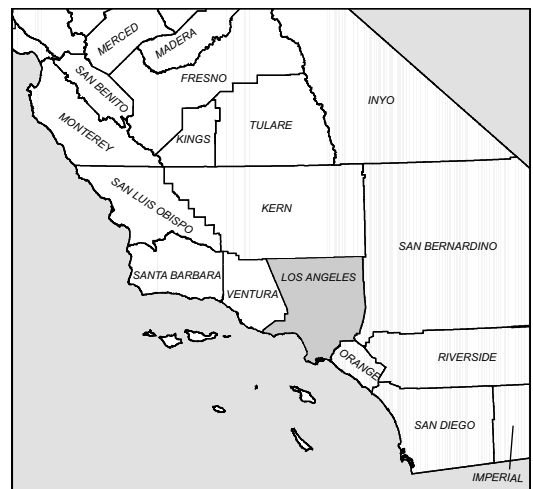
Project Name and Identification Number: Florence & Alameda Commercial Center

1. Is the project in compliance with applicable laws and regulations? ☒ Yes ☐ No
2. Is an EIS required? ☐ Yes ☒ No
3. A Finding of No Significant Impact (FONSI) can be made. The project will not significantly affect the quality of the human environment. ☒ Yes ☐ No

Basic Reasons Supporting Decision:

The proposed project involves construction of an approximately 246,000 square foot development, including 232,000 square feet of shopping center leasable space and 14,000 square feet of general office space. The project site is in a highly urbanized area with no constraints to redevelopment that cannot be avoided through implementation of appropriate site design and mitigation. With the mitigation measures listed on pages 12 and 13, the proposed project is not expected to contribute to significant impacts to the environment and a Finding of No Significant Impact can be made.

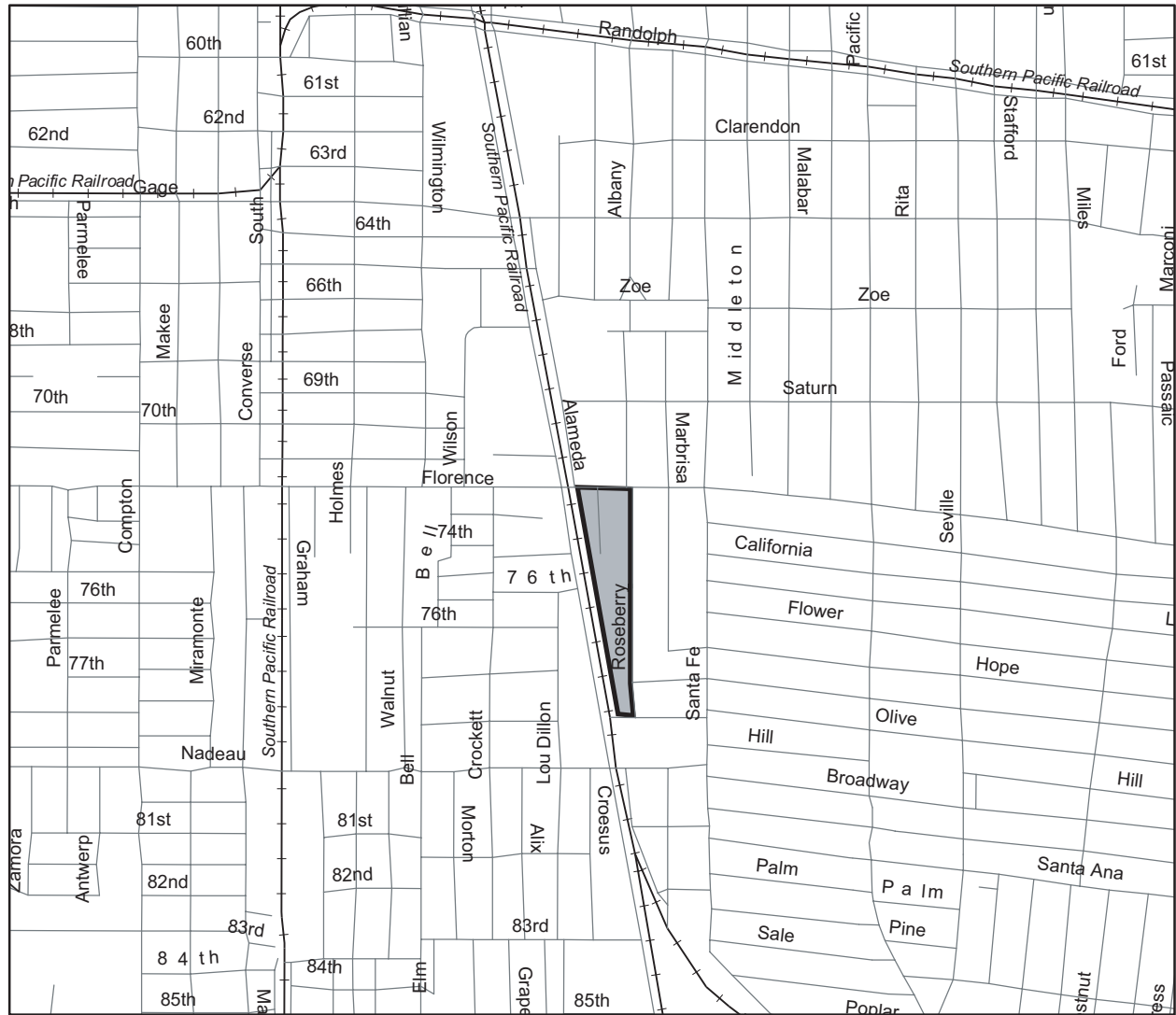
Prepared by:	<u>Joe Power, AICP</u>	Title:	<u>Principal, Rincon Consultants, Inc.</u>
Date:	<u>May 9, 2005</u>		
Concurred in:	<u>Donald Dean</u>	Title:	<u>Environmental Officer</u>
Date:	<u>May 9, 2005</u>		



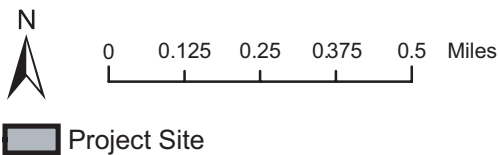
Regional Location

Figure 1
LACDC

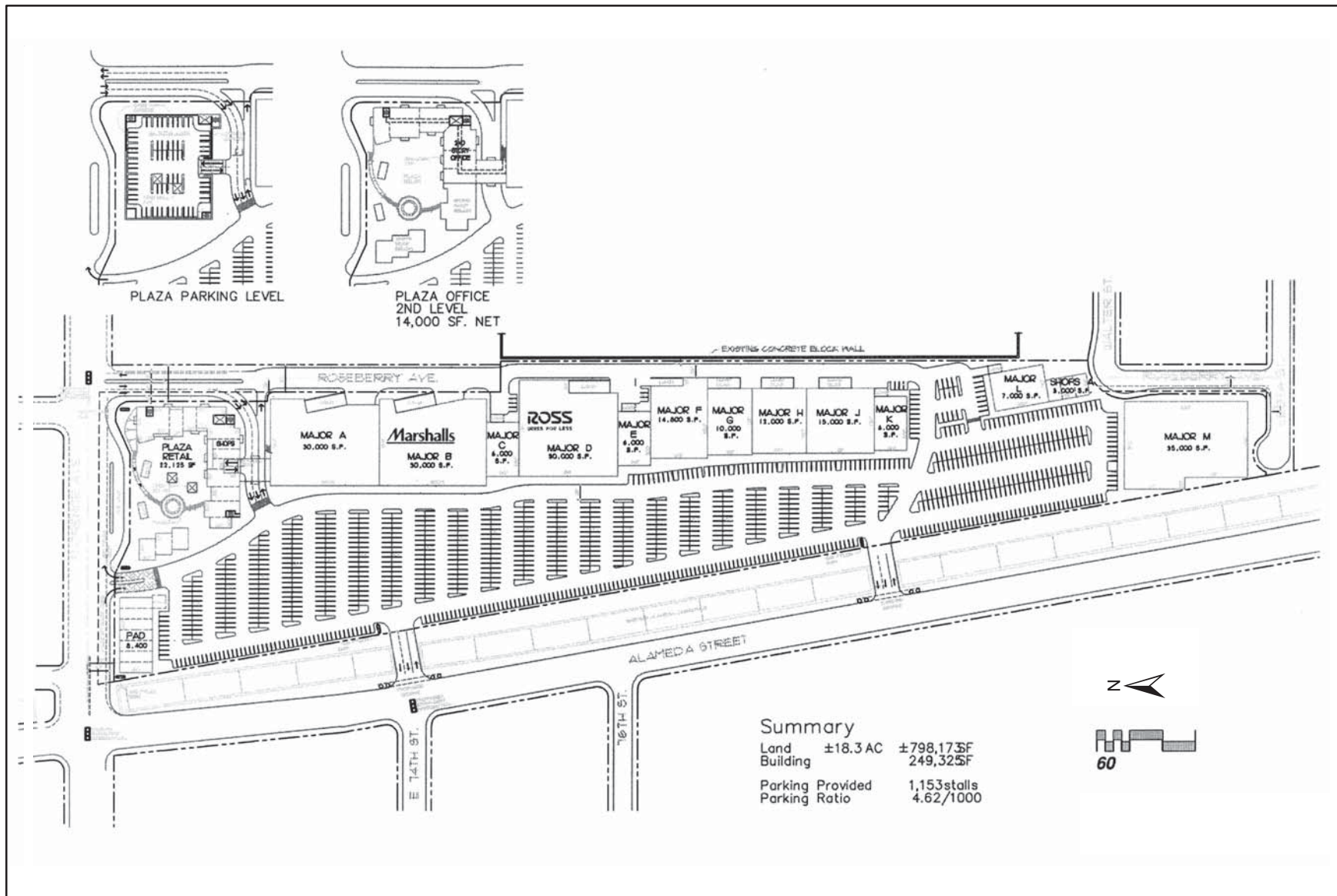




Source: US Bureau of the Census, TIGER Data, 2000.



Project Site Location



Source: Katz, Okitsu & Associates, 2003.

Project Site Plan

Figure 3
LACDC



View of project site from Roseberry looking northwest toward Florence Avenue.



Single-family residence at south end of project site, fronting Leota Street.



View of north end of project site, looking southwest from Florence.

Existing Site Conditions





View of residential development east of project site, looking north from Roseberry.



View looking southwest from corner of Florence Avenue and Alameda Street.



Single-family home east of project site, near intersection of Florence and Roseberry.

Surrounding Views



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To: Joe Power, Rincon Consultants
From: Judy Triem, San Buenaventura Research Associates
Date: 9 January 2004
Re: **Section 106 Evaluation, Florence/Alameda Commercial Center**

1. Description of Undertaking

The Los Angeles County Community Development Commission plans to use federal funds to demolish approximately 18 buildings on an 18.3 acre project site, bounded by Florence Avenue, Roseberry Avenue, Leota Street and the Southern Pacific Railroad-Alameda corridor in Walnut Park, an unincorporated community in Los Angeles County.

The proposed project involves an approximately 249,325 square foot development, including 235,325 square feet of a two-story shopping center and 14,000 square feet of general office space. There will also be 1,153 surface parking spaces.

2. Area of Potential Effect

The Area of Potential Effect (APE) includes the project site bounded by Florence Avenue on the north; Roseberry Avenue on the west; Leota Street on the south; railroad (Alameda) corridor on the west. Assessor parcel numbers include the following: 6025-026-001, 002, 003, 004, 005, 026, 020, 021, 022, 023, 024, 025; 6025-030-011, 007; 6025-034-003, 005, 006, 007, 008, 009, 010, 011, 012.

3. Description of Location of Undertaking

The project site is an 18.3 acre wedge shaped area containing mixed uses - commercial buildings along Florence Avenue, industrial buildings along Roseberry Avenue and residential uses along Leota Street. The industrial buildings date from the 1930s through the 1980s. The Southern Pacific railroad track runs along the west side of the site.

4. Historic Resources/National Register Determination*Historic Context*

Walnut Park is an unincorporated community adjacent to Huntington Park on the south. It was part of Rancho San Antonio granted to Antonio Maria Lugo in 1810. Walnut Park began its development about the same time as Huntington Park in the early 1900s. The town's major growth occurred in the 1920s along with Huntington Park when many residences were built along with factories. The industrial area lay primarily along the Alameda corridor. Walnut Park served primarily as a residential area for Huntington Park which had been incorporated in 1906.

The project site along Florence Avenue, Leota Street and Roseberry Avenue was primarily residential in 1923 according to Sanborn Maps. Several lots along Roseberry were vacant at that time as well. By 1931, the Latchford Glass Company had built their first industrial building at 7441 Roseberry Avenue. Between 1931 and 1967, the Latchford Glass Company, manufacturer of bottles, had taken over the block along Roseberry Avenue between Florence and Walter Street. Some of the houses were demolished for the manufacturing operation. Also, during the 1960s, Kay Manufacturing Corporation, manufacturer of bedsprings, built several large industrial buildings at 7619 Roseberry Avenue. The buildings at 7501-7507, formerly the Latchford Glass Company, was purchased by Anchor Glass Company in 1989, manufacturer of glass bottles and jars. They closed their operation around 1995, and in 1996 six former buildings of the glass manufacturing plant were apparently demolished by Anchor Glass. A clothing manufacturer then

Section 106 Evaluation, Florence/Alameda Commercial Center

used some of the remainin buildings for about four years.

A few commercial buildings remain from the 1930s through the 1980s along Florence Avenue. One residence remains from 1911 along Leota Street.

Descriptions of buildings to be demolished on project site

1. 2115 Leota Street, built 1911. This one story Craftsman residence has a medium gable roof with overhanging eaves. A brick chimney punctuates the roofline. Knee brackets are located under the eaves. Windows are wood double hung and metal. The house is covered with medium clapboards, and the porch has been enclosed. (Photo No. 1)
2. Building P (located at rear of lot on Roseberry Avenue south of building O. Built ca 1940. This small square plan building has a gabled tile roof and is covered with stucco. Two doors are located on the north side with a row of casement windows on the east and south elevations. It is used as a bathroom. (Photo No. 2)
3. Building O, (located at the rear of the lot on Roseberry Avenue, built ca 1988. This large two-story rectangular plan warehouse building has a low gable roof and a flat-roofed raised portion of the roof at the center of the building. There are three large bay openings with roll-up doors. The building is covered with seamed metal siding. (Photo No. 3)
4. Building M (located on Roseberry Avenue, west of building O), built ca 1970. This long rectangular plan building has a low gable roof and is covered with seamed metal siding. There is a large roll-up metal door on the south elevation together with two small doors. This building was part of the Kay Manufacturing Company. (Photo No. 4)
5. Building J (located north and adjacent to building M, built ca 1947. This large two-story building has a truss roof and corrugated metal siding. There are several openings on all sides. (Photo No. 5)
6. Building E (located at rear of lot at 7507 -7501 Roseberry Avenue), built ca 1947. These three large interconnected two and three story corrugated metal buildings have medium gable roofs with clerestory vents along the ridge lines. They were once used for glass bottle manufacturing, part of the large Latchford Glass Company. (Photo No. 6)
7. Building D (located facing onto Roseberry Avenue mid-block north of 7501 Roseberry Avenue, built between 1939 and 1974. This very long rectangular plan building is two stories tall with a medium gable roof. Two large openings are located on Roseberry Avenue. The building is steel frame and siding is probably metal. (Photo No. 7)
8. 7501 Roseberry Avenue, built ca 1970. This small one-story industrial building has a flat roof and what appears to be plywood siding. There is an opening on the south elevation. (Photo No. 7)
9. 7507 Roseberry Avenue, built ca 1950. This small building, which has been partially dismantled on the south elevation, has a shed roof with another shed roof addition on the front. Windows on north elevation are recent. Building is covered with stucco. (Photo No. 8)
10. 7303 Roseberry Avenue, built in 1970. This very long two story flat roofed building extends along Roseberry Avenue from the alley on the north to a parking lot on the south. It appears to be of concrete construction. (Photo No. 9)
11. Used Restaurant/Bakery Equipment building, behind 7303 Roseberry Avenue, adjacent to railroad

Section 106 Evaluation, Florence/Alameda Commercial Center

tracks, built ca 1950. This is a one story rectangular plan industrial building with a medium low gable roof. The building is covered with corrugated metal siding and has multi-paned windows along the south elevation. (Photo No. 10)

12. Metal warehouse buildings at rear of 7303 to 7501 Roseberry Avenue adjacent to railroad tracks, built ca 1950. There are several large interconnected metal warehouse buildings in a row with medium gable roofs that were once used as bottle warehouses. (Photo No. 11)

13. 2140-50 E. Florence Avenue, built ca 1950. This one-story L-plan building has a flat roof with three bays with tilt-up doors. A smaller one story shed roof building is attached to the front west end of the building. This building has apparently always served as an auto repair and gas and oil building. (Photo No. 12)

14. 2136 E. Florence Avenue, built 1931. This long rectangular plan one-story masonry and concrete building has a flat roof. The front of the building has a raised parapet with stepped pilasters at each corner. A decorative round arched detail runs across the cornice between the pilasters. The store front has been boarded up except for the decorative sunburst transom. This building served as a meat packing business in 1967. (Photo No. 13)

15. 2134 E. Florence Avenue, built ca 1930. This one story commercial building has a flat roof. The cornice along the front has a plaster relief with a triangular pattern. The doors and windows across the front are aluminum with tile bulkheads. There are additional openings and windows at the rear west corner of the building. The building has a stucco exterior and has been altered with changes to openings and siding. The building served as a restaurant in 1967 and remains a restaurant today. (Photo No. 14)

16. 2126 E. Florence Avenue, built in 1982. This small square plan commercial building has a flat roof with a shed roof of tile extending over the front. Round arched plaster relief divides the rectangular aluminum windows and doors on the front and east elevation. The building serves as a restaurant. Adjacent are elaborate metal gates across the drive containing the name of the restaurant. (Photo No. 15)

17. 2122-24 E. Florence Avenue, built in 1948. This one story rectangular plan commercial building has a flat roof and three bays or stores. The building has large aluminum storefront windows across the front with three doors. The stucco finish has been covered with plywood across the front and side cornice and wood panels have been applied between the openings and along the bulkheads. An addition was made to the rear of the building probably in 1973. (Photo No. 16)

18. 2118 E. Florence Avenue, built in 1948. This long rectangular plan building has a flat roof and is built of reinforced concrete. A projecting wooden sign provides the only relief on the front of the building. Along the east elevation are four buttresses. Bands of metal windows are found along the front and east elevations. A front door is located between the windows on the front of the building. The windows and probably the front door appear to have been altered. In 1967 the building served as a wholesale grocery. Today it has the same use. (Photo No. 17)

National Register Eligibility

The criteria for determining eligibility for listing on the National Register of Historic Places (NRHP) have been developed by the National Park Service. Properties may qualify for NRHP listing if they:

- A. are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. are associated with the lives of persons significant in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction or that

Section 106 Evaluation, Florence/Alameda Commercial Center

- represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded, or may be likely to yield, information important in prehistory or history.

According to the National Register of Historic Places guidelines, the "essential physical features" of a property must be present for it to convey its significance. Further, in order to qualify for the NRHP, a resource must retain its integrity, or "the ability of a property to convey its significance."

The seven aspects of integrity are: Location (the place where the historic property was constructed or the place where the historic event occurred); Design (the combination of elements that create the form, plan, space, structure, and style of a property); Setting (the physical environment of a historic property); Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property); Workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory); Feeling (a property's expression of the aesthetic or historic sense of a particular period of time), and; Association (the direct link between an important historic event or person and a historic property).

The minimum age criteria for the National Register of Historic Places (NRHP) is 50 years. Properties less than fifty years old may be eligible for listing on the NRHP if then can be regarded as "exceptional."

Five of the eighteen buildings within the APE are not fifty years of age (Building O, Building M, 7501 Roseberry Avenue, 7303 Roseberry Avenue, 2126 E. Florence Avenue) and cannot be regarded as exceptional. They are ordinary industrial/commercial buildings whose history is not exceptional in the development of Walnut Park.

The remaining thirteen buildings that are fifty years of age or older will be assessed individually or as part of a district for National Register eligibility.

1. 1215 Leota Street, built in 1911. This Craftsman style residence has lost its integrity with the enclosure of the porch and changes to windows. It is no longer eligible for listing on the National Register.

2. Building P, restroom, built ca 1940. This building was moved to its present location, perhaps from somewhere else on the large industrial site. It does not appear on the 1923 or 1967 Sanborn Maps. Because of its move, it no longer is eligible for listing on the National Register.

5-9, 12. Buildings J, E, D and 7501 and 7507 Roseberry Avenue appear to all be part of the Latchford Glass Manufacturing Company buildings constructed between 1931 and 1974. In addition there are other metal warehouse buildings with no addresses along the railroad tracks that were also part of the glass company. The Latchford Glass company was one of several glass manufacturing companies in Los Angeles County and does not appear to have been associated with any events that have made a significant contribution to the history of Walnut Park. (Criterion A) There does not appear to be any significant persons associated with the site. (Criterion B) The buildings do not embody the distinctive characteristics of a type, period, or method of construction. (Criterion C) They are rather typical corrugated metal industrial buildings not representative of any particular style, and some of the buildings have also had changes to windows and siding.

In regards to integrity, the above buildings are in their original location, but some of the other buildings have been demolished. The plant hasn't been in operation since the 1970s, so the buildings have a partial loss of setting as well. The materials and workmanship remain in the existing buildings. They have also lost their feeling and association as a glass factory. Therefore, they are not eligible for listing on the National Register.

Section 106 Evaluation, Florence/Alameda Commercial Center

11. Used bakery/equipment warehouse, built ca 1950. This building has always functioned as a warehouse and does not appear to be associated with any events that have made a significant contribution to the history of Walnut Park. (Criterion A) There does not appear to be any significant persons associated with this site. (Criterion C) The building does not embody the distinctive characteristics of a type, period, or method of construction (Criterion C). It is a rather ordinary example of a metal warehouse building.

13-15, 17-18. Commercial buildings in 2100 block of E. Florence Avenue. All of these five buildings were constructed between 1930 and 1950. This grouping of buildings has served the surrounding community as auto shop, restaurants and grocery stores. They do not appear to be associated with any events that have made a significant contribution to the history of Walnut Park. (Criterion A) There does not appear to be any significant persons associated with the sites. The buildings do not embody the distinctive characteristics of a type, period or method of construction. (Criterion C) They are all rather simple one story flat roofed buildings with stucco exteriors. The buildings have all had changes over the years to windows, doors and siding. Therefore, none of the above buildings are eligible for listing on the National Register.

No.	Address	Date of Construction	National Register
No. Eligibility			
1	2115 Leota Street	1911	none
2.	Building P, Roseberry Avenue	ca 1940	none
3.	Building O, Roseberry Avenue	1988	none
4.	Building M, Roseberry Avenue	ca 1970	none
5.	Building J, Roseberry Avenue	ca 1947	none
6.	Building E, Roseberry Avenue	ca 1947	none
7	Building D, Roseberry Avenue	ca 1950	none
8.	7501 Roseberry Avenue	ca 1970	none
9.	7507 Roseberry Avenue	ca 1950	none
10.	7303 Roseberry Avenue	1970	none
11.	Used bakery building, Roseberry Ave.	ca 1950	none
12.	Metal warehouse buildings, Roseberry Avenue	ca 1950	none
13.	2140-50 E. Florence Avenue	ca 1950	none
14.	2136 E. Florence Avenue	1931	none
15.	2134 E. Florence Avenue	ca 1930	none
16.	2126 E. Florence Avenue	1982	none
17.	2122-24 E. Florence Avenue	1948	none
18.	2118 E. Florence Avenue	1948	none

Buildings within the APE

Across Roseberry Avenue from the project site are single and multi-family residences from the teens through the present. There is a new section of two-story housing also located along the street. At the end of Roseberry near Leota Street are two metal auto related buildings from the 1950s. Across Leota Street from the project site is a metal warehouse building from the 1950s. The few older residences remaining are not architecturally distinctive enough to qualify for listing on the National Register. They are not associated with any events that have made a significant contribution to the history of Walnut Park. There is no significant person associated with these buildings.

There are no buildings presently listed on the National Register within the APE. None of the buildings

Section 106 Evaluation, Florence/Alameda Commercial Center

within the APE are eligible for listing on the National Register.

5. Information from Local Organizations

There are no local historical organizations to be consulted in Walnut Park.

6. Selected Sources

California Historical Landmarks, 1990

CERES Technologies. "Phase I Environmental Site Assessment, 7507 Roseberry Avenue, Huntington Park, CA," July 18, 2001.

Ethnic Survey, Los Angeles County entries.

Federal Register Listings through January, 2003

Gebhard, David and Winter, Robert, *Guide to Architecture in Los Angeles*, 1985.

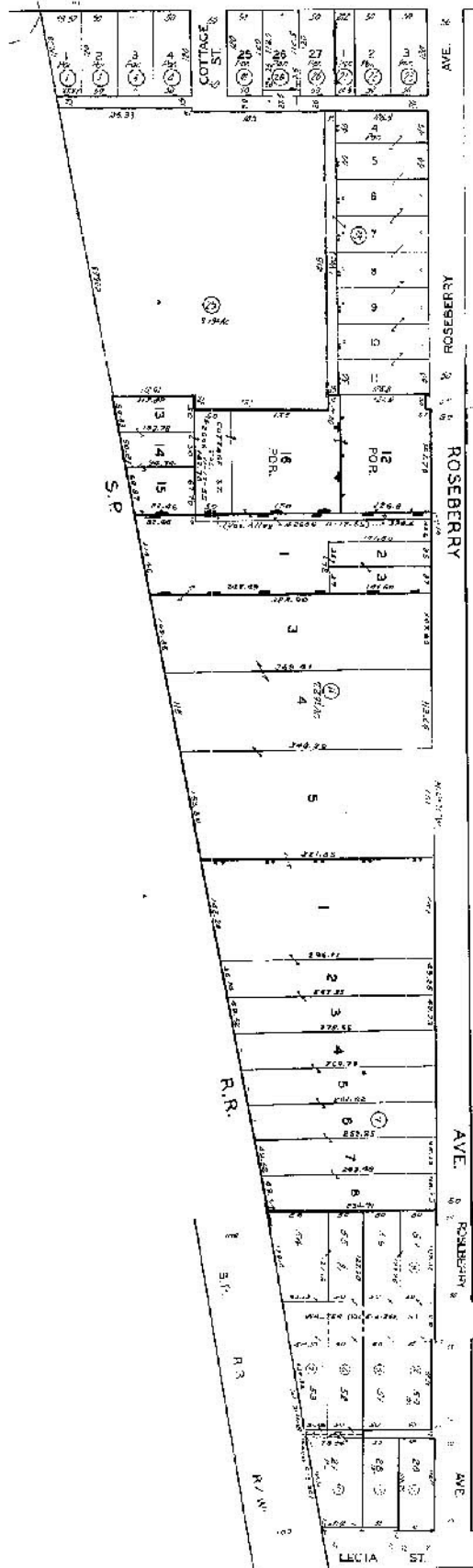
Haines Directory, 1974, 1978, 1984

Los Angeles County Assessor Records

Los Angeles City Directories, 1927-1941

PIC Environmental Services. "Preliminary Environmental Site Assessment Report, 2100 East Florence Avenue, Huntington Park, CA," February 26, 1999.

Sanborn Maps, Los Angeles, Volume 16, pg. 1603, 04, 05, 06, 09, 1923 and 1967.



SITE LOCATION

Source: Los Angeles County Assessors Maps, Book 6025, Pages 26, 30, 34



PHOTO 1. 2115 Leota Street, facing north (17 December 2003).



PHOTO 2. Building P, Roseberry Avenue, facing south (17 December 2003).



PHOTO 3. Building 0, Roseberry Avenue, facing northwest (17 December 2003).



PHOTO 4. Building M, Roseberry Avenue, facing northwest (17 December 2003).



PHOTO 5. Building J, Roseberry Avenue, facing east (17 December 2003).



PHOTO 6. Building E, facing northeast (17 December 2003).



PHOTO 7. 7501 Roseberry Avenue & Building D, facing northwest (17 December 2003).



PHOTO 8. 7507 Roseberry Avenue, facing southeast (17 December 2003).



PHOTO 9. 7303 Roseberry Avenue, facing southwest (17 December 2003).



PHOTO 10. Used bakery building Roseberry Avenue, facing east (17 December 2003).



PHOTO 11. Metal warehouse buildings, Alameda facing southeast (17 December 2003).



PHOTO 12. 2140-50 E. Florence Avenue, facing south (17 December 2003).



PHOTO 13. 2136 E. Florence Avenue, facing southwest (17 December 2003).



PHOTO 14. 2134 E. Florence Avenue, facing south (17 December 2003).



PHOTO 15. 2126 E. Florence Avenue, facing southwest (17 December 2003).



PHOTO 16. 2122-24 E. Florence Avenue, facing south (17 December 2003).



PHOTO 17. 2118 E. Florence Avenue, facing southwest (17 December 2003).



**PHASE 1 ARCHAEOLOGICAL INVESTIGATION
OF 18.3 ACRES FOR THE
FLORENCE & ALAMEDA COMMERCIAL CENTER PROJECT
WALNUT PARK, LOS ANGELES COUNTY, CALIFORNIA
(USGS 7.5' South Gate)**

Prepared for:

**Los Angeles County
Community Development Commission**
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Document No. 04-202
January 17, 2004

I. INTRODUCTION WITH PROJECT DESCRIPTION AND LOCATION

CDC Project Name: Florence & Alameda Commercial Center	Location: Bounded by Florence Avenue to the north, Roseberry Street to the east, Leota Street to the south, and the Alameda Corridor freight rail facility and Alameda Street to the west in Walnut Park, Los Angeles County.	Thomas Bro. Pg. 674, H7 Pg. 704, H1	Assessor Parcel Nos. 6025-026-001, -002, -003, -004, -018, -026, -020, -021, -022, -023, -025, -024; 6025-030-011, -007; 6025-034- -003, -005, -006, -007, -008, -009, -010, -011, -012.	CDC Contact: Donald Dean Environmental Officer (323) 838-5042
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This report was prepared at the request of Donald Dean of the Los Angeles County Community Development Commission (CDC). It presents the results of a Phase I archaeological investigation conducted by Conejo Archaeological Consultants (Conejo) for the Florence & Alameda Commercial Center Project. Federal funds will be used to demolish approximately 18 buildings on an 18.3 –acre project site, bounded by Florence Avenue to the north, Roseberry Street to the east, Leota Street to the south, and the Alameda Transportation Corridor and Alameda Street to the west in Walnut Park, an unincorporated community in Los Angeles County (Exhibits 1, 2 & 3). The proposed project involves construction of an approximately 249,325 square foot development, including 235,325 square feet of shopping center space and 14,000 square feet of general office space. The proposal also includes 1,153 surface parking spaces. Off-site improvements will include new curbs, bulb outs, medians and a bridge over the Alameda Corridor trench.

This archaeological study was undertaken in compliance with the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). This study also meets the cultural resource guidelines, policies and procedures as established by the United States Department of Housing and Urban Development (HUD), and the Los Angeles County Planning Department.

II. STUDY FINDINGS

The South Central Coast Information Center (SCCIC) record search identified nine historic archaeological sites within a 0.5-mile radius of the project site. Review of historic quadrangles and Sanborn Fire Insurance Maps indicates there were at least six structures on the subject property in 1899 and by 1923 over 80 structures stood within the project area of potential effect (APE). The earliest structures appear to be associated with the Southern Pacific Railroad (SPRR), and were followed by residential development that was later replaced by industrial and commercial development. An archaeological field survey of the project site was not possible as the project site is completely built over. The proposed project is expected to have no effect on recorded archaeological resources. However, based on a review of historic maps and the archaeological monitoring results along the neighboring Alameda Transportation Corridor, there

is a strong possibility that historic archaeological resources such as historic trash pits, privies and structure foundations may occur within the project APE. Therefore, it is recommended that project related earth disturbances be monitored by an archaeologist. In the event that prehistoric and/or historic archaeological deposits are encountered during construction, all earth disturbing work within the vicinity of the find must be temporarily halted until a qualified archaeologist can evaluate the nature and significance of the find, as detailed in Section VI of this report.

III. ENVIRONMENTAL SETTING

Physical Environment

The 18.3-acre, wedge shaped APE is located in the northwestern portion of the central block of the Los Angeles Basin and rests on a Quaternary unconsolidated floodplain deposit of silts, sands, and gravels deposited by the Los Angeles River. The project APE sits at an elevation of approximately 150 feet above mean sea level and is relatively flat. The project APE is developed with industrial buildings, warehouses and parking lots. There are no stands of native vegetation within or adjacent to the APE. Land uses surrounding the project APE include commercial development to the north, residential development to the east, commercial/industrial development to the south, and commercial development to the west.

Cultural Environment

Prehistory. The project site lies within the historic territory of the Native American group known as the Gabrielino/Tongva, one of the wealthiest, most populous, and most powerful ethnic nationalities in aboriginal southern California (Bean and Smith 1978). The Gabrielino/Tongva followed a sophisticated hunter-gatherer lifestyle, and were a deeply spiritual people (McCawley 1996). The Gabrielino/Tongva territory included the Los Angeles Basin (which includes the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers), the coast from Aliso Creek in the south to Topanga Creek in the north, and the four southern Channel Islands. For in depth information on the Gabrielino/Tongva, the reader is referred to McCawley's (1996) *The First Angelinos, The Gabrielino Indians of Los Angeles*.

History. Walnut Park, an unincorporated community within Los Angeles County, lies within the historic boundaries of Rancho San Antonio, which was granted to Antonio Maria Lugo in 1810 (Triem 2004:1-2). In the early 1900s development in the Walnut Park area began with more intensive development occurring in the 1920s, when many residences and factories were built. The industrial area was primarily concentrated along the Alameda Transportation Corridor.

The 1899 USGS 15' Downey Quadrangle has six structures marked within the project APE, most of which are adjacent to the SPRR. The 1923 Sanborn Fire Insurance Maps show over 80 buildings within the project APE, most of which consist of residential homes and associated outbuildings (garages and sheds). The 1924 USGS 15' Watts Quadrangle shows the northern third and southern third of the project APE developed, but only a couple of structures are mapped in the middle third of the study area. By 1931, the Latchford Glass Company had built their first industrial building at 74441 Roseberry Avenue within the project APE. Over the next 35 years, the Latchford Glass Company, manufacturer of bottles, had taken over the block along Roseberry Avenue between Florence Avenue and Walter Street (Triem 2004:1-2). Homes were demolished to make way for this expansion. Also, during the 1960s, Kay Manufacturing Corporation, manufacturer of bedsprings, built several large industrial buildings at 7619 Roseberry Avenue (Triem 2004:1-2). Today, with the exception of one single-family residence, the project APE is developed with a variety of industrial and commercial buildings.

IV. SOURCES CONSULTED

South Central Coastal Information Center

A record search was conducted at the SCCIC by Ms. Maki on December 1, 2003. No prehistoric archaeological sites are recorded within a 0.5-mile radius of the project APE. Nine historic archaeological sites (CA-LAN-2838H, -2839H, -2840H, -2842H, -2843H, -2844H, -2845H, -2847H, & -2854H) are recorded within a 0.5-mile radius of the project APE. All nine historic archaeological sites were discovered and recorded during construction monitoring for the Alameda Transportation Corridor, which borders the project APE's to the west. Five of the historic archaeological sites (CA-LAN-2842, -2843, -2844, -2845, & -2854) are located north of Florence Avenue and will not be directly or indirectly impacted by project implementation. Three of the historic archaeological sites (CA-LAN-2838, -2840 & -2847) are located south of Nadeau Avenue and will not be directly or indirectly impacted by project implementation. Archaeological site CA-LAN-2839 is recorded immediately west of the project APE and is described below:

CA-LAN-2839 is a historical refuse deposit dating to the early 20th century (i.e., 1910s to 1920s); it is unclear whether the deposit represents a primary deposit or is a secondary fill deposit. The site area was highly contaminated with heavy metals and hydrocarbons. Therefore, the refuse and surrounding sediments were removed by the construction contractor. However, intact portions of the deposit extend beneath West Alameda Street (Paniagua and Brewer 2000).

The proposed project is expected to result in no direct or indirect impacts to CA-LAN-2839, as what's left of the site lies under West Alameda Street, which is outside of the project APE.

The SPRR is recorded as a historic built environment, 186110. The SPRR lies outside of the project's archaeological APE and will not be impacted by project implementation.

Nine archaeological surveys are documented within a 0.5-mile radius of the project APE. Two of these surveys included small areas within the project APE (Maki 1999a, 1999b). Conejo's surveys did not identify any archaeological resources within or adjacent to the project APE. Wlodarski's 1992 survey of the Alameda Transportation Corridor Project, which bordered the western edge of the proposed project, did not result in the recordation of any prehistoric or historic sites within a 0.5-radius of the project APE. However, later archaeological monitoring of construction within the Alameda Transportation Corridor resulted in the recordation of the nine historic archaeological sites within a 0.5-mile radius of the APE. The vast majority of the project APE has not been subject to previous archaeological reconnaissance.

Historian Judy Triem (2004) conducted a Section 106 evaluation of the project APE's built environment. Ms. Triem found no structures eligible for listing on the National Register either individually or as part of an historic district.

Federal, State, County & City Listings

The listings of the National Register of Historic Places (National Register) (National Park Service 2004), California Historical Landmarks (Office of Historic Preservation 2004a), California Points of Historical Interest (Office of Historic Preservation 1992), and California State Historic Resources Inventory (Office of Historic Preservation 2003b) include no properties within or immediately adjacent to the APE.

Historic Maps, Aerial Photographs & Building Permits

Sanborn Fire Insurance Maps

1923 Sanborn Maps are the earliest covering the project APE. Over 80 buildings, mostly residential with associated garages and sheds are located within the project APE. The residential development is concentrated in the northern and southern portions of the project APE in 1923.

Aerial Photographs

The following information based on information in CERES Technologies (2001) and *West Coast Environmental (1999) Phase I Environmental Site Assessments*.

1928 – Residences are located in the northern third of the project APE, and several commercial structures and residences appear to be present in the southern third of the property. The central portion of the project APE appears to have an unpaved equipment storage lot. The area around the project APE is built up and most of the surrounding structures appear to be residences.

1938 – Northern third of project APE appears to be completely occupied by residential properties. Residential properties and industrial buildings occur in the southern two-thirds of the project APE.

1952 – In the northern third of the project APE there appears to be two or three small industrial buildings and rest of the structures are residential. In the southern two-thirds of the project APE the number of industrial/commercial structures has increased especially along the railroad tracks, but residential homes remain south of Walter Street.

1968 – More commercial structures in the northern third of the project APE. Central third of the project APE appears to be developed with the same industrial/commercial structures seen in the 1952 aerial with just a few changes. In the southern third of the project APE, commercial structures have replaced most of the residential structures seen in the 1952 aerial.

1972 – The northern third of the project APE appears to be entirely industrial with an additional large warehouse building on the west side of Roseberry Avenue. The southern two-thirds of the project APE are similar to the 1968 aerial.

1985 – No obvious change from 1972 aerial.

1989 – Some buildings have been removed from the southern two-thirds of the project APE. Otherwise no obvious changes from 1972 aerial.

USGS 15' & 7.5' Quadrangles

The following information was acquired by Ms. Maki at the Map & Imagery Laboratory in the Davidson Library at UC Santa Barbara on January 16, 2004.

1899 USGS 15' Downey Quadrangle. Six structures are plotted within the project APE, most of which are adjacent to SPRR. Florence Avenue is present. Cottage Street, Roseberry Avenue, Leota Street, and Alameda Street are not mapped.

1902 USGS 15' Downey Quadrangle. Project APE appears to the same as the 1899 quadrangle.

1924 USGS 15' Watts Quadrangle. Project APE and surrounding area are developed;

Florence Ave, Cottage Street, Roseberry Avenue, Leota Street, Alameda Street and the SPRR are all present. Approximately 38 buildings are marked within the APE, including at least two large warehouse size structures.

1964 USGS 7.5' South Gate Quadrangle. Project APE is shown as completely developed, as is the surrounding area.

Building Permits

The following information based on information in CERES Technologies (2001) and West Coast Environmental (1999) Phase I Environmental Site Assessments.

In the northern third of the project APE, various building permits from the 1930's to the 1960's were found for the industrial buildings. The oldest permits for residential dwellings date back to the 1920's and 1930s (West Coast Environmental 1999:8).

In the southern two-thirds of the project APE the earliest building permit found dated to 1937 and was a permit application to add offices in an existing glass factory owned by Latchford Glass Company. Over twenty additional permits for the subject property were dated from 1940 to 1999 (CERES Technologies 2001:20).

V. FIELD METHODS

The project APE was visited by Mary Maki, M.A. on December 1, 2003 (Exhibits 2 & 3). Ms. Maki is certified by the Register of Professional Archaeologists (RPA) and has over 15 years archaeological experience in southern California. The APE was completely developed with the exception of a small narrow strip of dirt bordering the eastern edge of the northern half of the APE. The lack of ground surface visibility over 98%+ of the APE made a systematic survey of the project site unfeasible. Grading and development of the property have disturbed the ground surface throughout the project site. No evidence of prehistoric or historic resources was noted in the very limited areas that did afford ground surface inspection. However, because of the lack of ground surface visibility the field visit was inconclusive as to the presence or absence of archaeological resources within the project APE.

VI. REMARKS

Summary

The general project area is considered sensitive for historic archaeological resources, as the SCCIC record search identified nine historic archaeological sites within a 0.5-mile radius of the

project APE. It is important to note that all nine of these archaeological sites were found during construction monitoring within the Alameda Transportation Corridor.

Review of historic quadrangles and Sanborn Fire Insurance Maps indicates there were at least six structures on the subject property in 1899 and by 1923 over 80 structures stood within the project APE. The earliest structures within the project APE appear to be associated with the railroad and were followed by residential development that was later replaced by industrial and commercial development.


The results of the SCCIC record search indicate that the proposed project will result in no impacts to documented archaeological resources and no further archaeological investigations are warranted prior to project approval. Based on a review of historic maps, which indicate that development within the project area dates back over 100 years, in combination with the archaeological monitoring results along the neighboring Alameda Transportation Corridor, there is a strong possibility that historic archaeological resources such as trash pits, privies and structure foundations may occur within the project's APE. If any such intact archaeological deposits do exist within the APE, they could be potentially eligible for inclusion in the National Register under Section 106, 36 CFR 60.4, Criterion D of the NHPA, and if encountered should be evaluated in accordance with National Register eligibility criteria.

Recommendations

1. A professional archaeologist shall be retained to monitor project related earth disturbances. The archaeologist shall have the power to temporarily halt or redirect project construction in the event that potentially significant archaeological resources are exposed. Based on monitoring observations, the lead archaeologist shall have the authority to refine the monitoring requirements as appropriate (i.e., change to spot checks, reduce the area to be monitored) in consultation with the lead agency.
2. In the event that prehistoric or historic archaeological resources are exposed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Gabrielino/Tongva representative should monitor any mitigation excavation associated with Native American materials.
3. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Los Angeles County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section

5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.

VII. CERTIFICATION

Prepared By: Mary K. Maki	Title: Principal Investigator	Qualification: RPA Certified 15 Years So. CA arch experience
Signature: 		Date: January 17, 2004

VIII. MAPS

Project Vicinity ☒ USGS 7.5' South Gate Quadrangle ☒ Archaeological APE ☒

IX. PHOTOGRAPHS

Yes ☒ No ☐ Attached Yes ☒ No ☐ (see title page)

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**Conejo Archaeological Consultants
Florence and Alameda Commercial Center Project
Phase I Archaeological Survey**

Office of Historic Preservation

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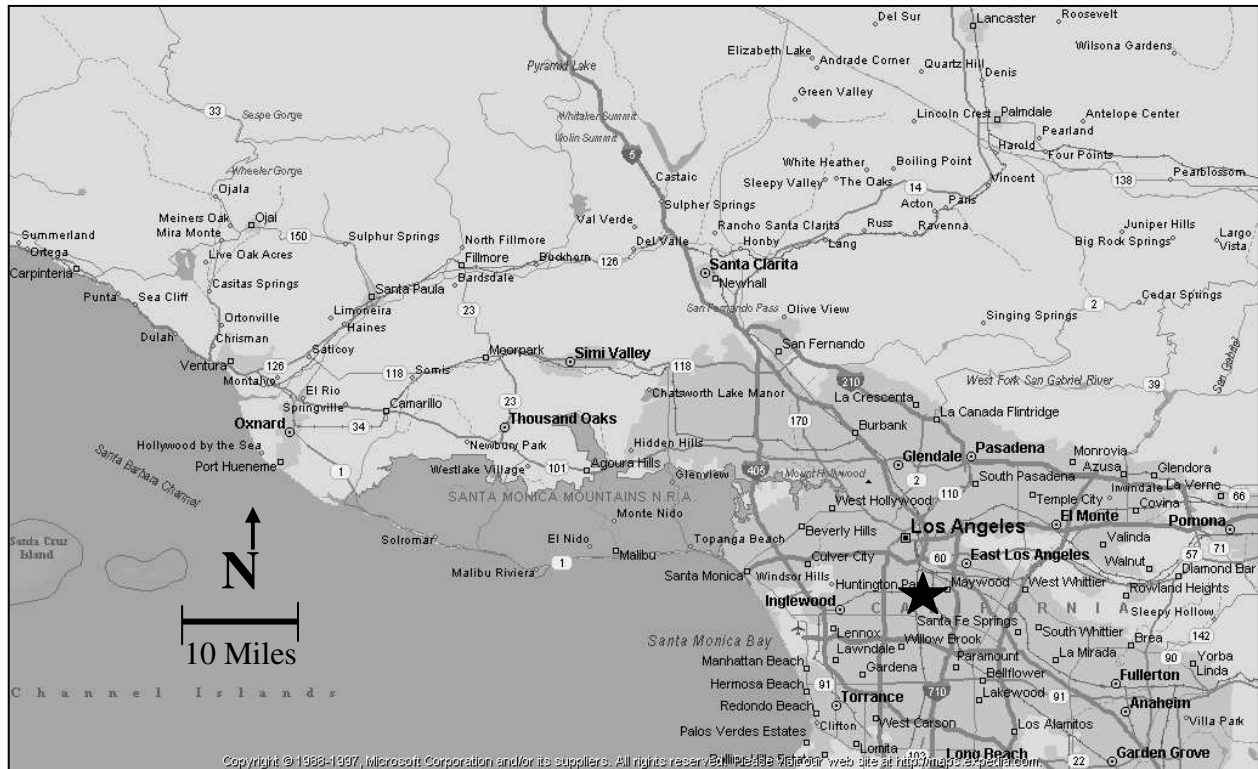
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**Conejo Archaeological Consultants
Florence and Alameda Commercial Center Project
Phase I Archaeological Survey**

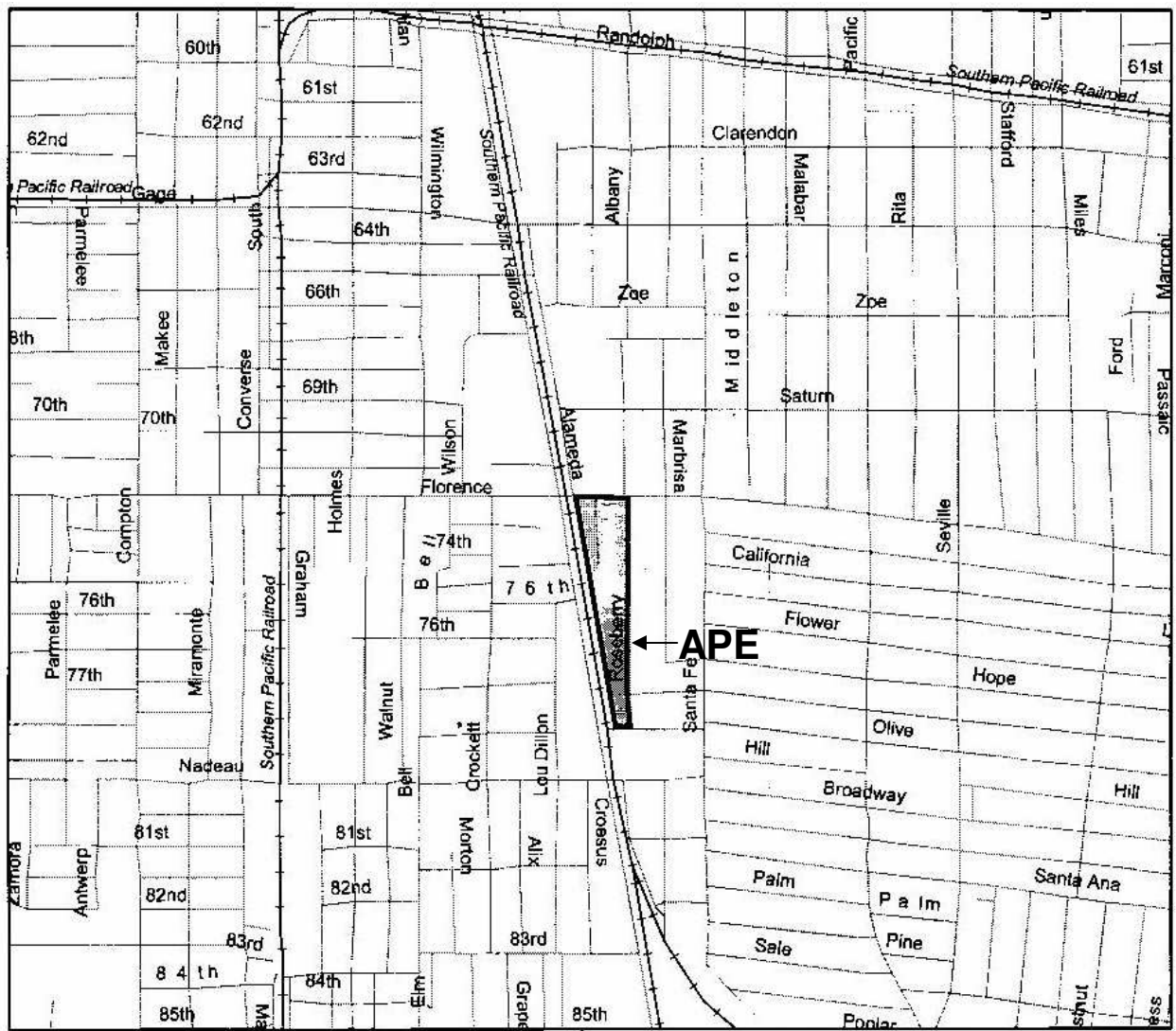


Source: Microsoft Streets 98

PROJECT VICINITY MAP
Florence & Alameda Commercial Center Project
Walnut Park, Los Angeles County, California

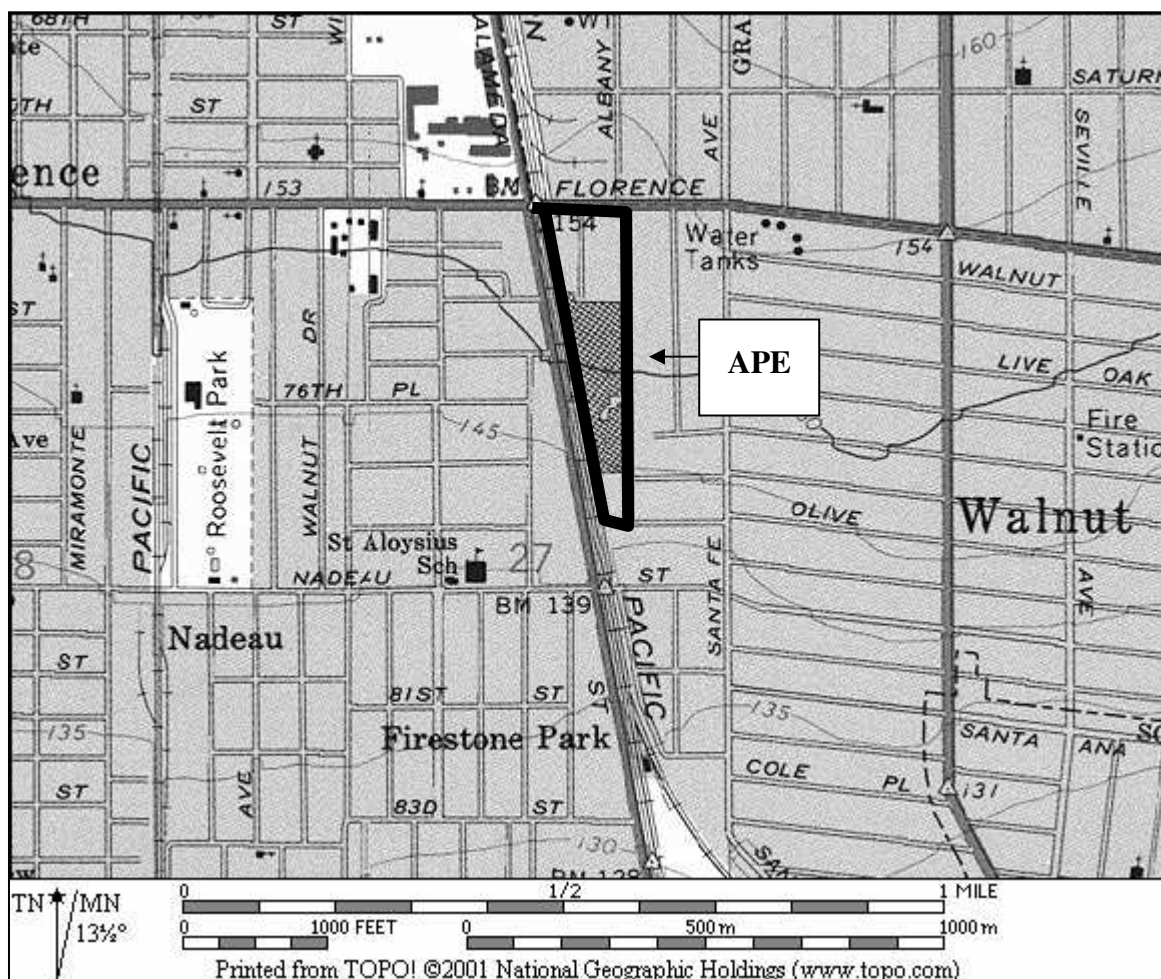
Exhibit 1

Conejo Archaeological Consultants
 Florence and Alameda Commercial Center Project
 Phase I Archaeological Survey



AREA OF POTENTIAL EFFECT
Florence & Alameda Commercial Center Project
 Walnut Park, Los Angeles County, California

Exhibit 2



USGS 7.5' South Gate Quadrangle, 1964, 1981

CULTURAL RESOURCES SURVEY AREA
Florence & Alameda Commercial Center Project
Walnut Park, Los Angeles County, California

Exhibit 3

Appendix C

Traffic Study

**Traffic Study for
Florence & Alameda Commercial Center
Florence, California**

November 18, 2004



Katz, Okitsu & Associates

Traffic Engineers and Transportation Planners

Table of Contents

1. INTRODUCTION	1
THE PROPOSED PROJECT	1
PROJECT STUDY METHODOLOGY	1
2. EXISTING (2003) CONDITIONS.....	5
EXISTING TRAFFIC CIRCULATION NETWORK.....	5
LEVEL OF SERVICE ANALYSIS.....	7
3. FUTURE (2005) AMBIENT GROWTH CONDITIONS	10
AMBIENT GROWTH.....	10
FUTURE ROADWAY NETWORK.....	10
LEVEL OF SERVICE ANALYSIS.....	10
4. PROJECT TRIP GENERATION	14
TRIP GENERATION CALCULATIONS.....	14
PROJECT TRIP DISTRIBUTION	15
5. FUTURE (2005) AMBIENT GROWTH + PROJECT CONDITIONS	20
LEVEL OF SERVICE ANALYSIS.....	20
SIGNIFICANT IMPACT ANALYSIS.....	24
6. FUTURE (2005) AMBIENT GROWTH + RELATED PROJECTS.....	26
RELATED PROJECTS TRIP GENERATION.....	26
LEVEL OF SERVICE ANALYSIS.....	30
7. FUTURE (2005) AMBIENT GROWTH + RELATED PROJECTS + PROJECT CONDITIONS	33
LEVEL OF SERVICE ANALYSIS.....	33
SIGNIFICANT PROJECT TRAFFIC IMPACTS	37
8. ON-SITE PARKING	39
PARKING CODE	39
PROPOSED ON-SITE PARKING VERSUS SUPPLY	39
9. SUMMARY AND RECOMMENDATIONS	40
ANALYSIS SUMMARY	40
RECOMMENDED MITIGATIONS	40
TRAFFIC SIGNAL WARRANTS.....	43
SITE PLAN RECOMMENDATIONS	44
10. CONGESTION MANAGEMENT PLAN CONFORMANCE	45



List of Figures

FIGURE 1 – PROJECT LOCATION.....	2
FIGURE 2 – PROJECT SITE PLAN.....	3
FIGURE 3 – LANE CONFIGURATIONS AND INTERSECTION CONTROL.....	6
FIGURE 4 – EXISTING (YEAR 2003) AM PEAK-HOUR TRAFFIC VOLUMES.....	8
FIGURE 5 – EXISTING (YEAR 2003) PM PEAK-HOUR TRAFFIC VOLUMES.....	9
FIGURE 6 – FUTURE (2005) AMBIENT AM PEAK-HOUR TRAFFIC VOLUMES.....	12
FIGURE 7 – FUTURE (2005) AMBIENT PM PEAK-HOUR TRAFFIC VOLUMES.....	13
FIGURE 8 – PROJECT TRIP DISTRIBUTION.....	17
FIGURE 9 – AM PEAK-HOUR PROJECT TRIPS.....	18
FIGURE 10 – PM PEAK-HOUR PROJECT TRIPS.....	19
FIGURE 11 – FUTURE (2005) AMBIENT GROWTH + PROJECT – AM PEAK-HOUR TRAFFIC VOLUMES.....	22
FIGURE 12 – FUTURE (2005) AMBIENT GROWTH + PROJECT – PM PEAK-HOUR TRAFFIC VOLUMES.....	23
FIGURE 13 – AM PEAK-HOUR RELATED PROJECT TRIPS.....	28
FIGURE 14 – PM PEAK-HOUR RELATED PROJECT TRIPS.....	29
FIGURE 15 – FUTURE (2005) AMBIENT GROWTH + RELATED PROJECTS – AM PEAK-HOUR VOLUMES.....	31
FIGURE 16 – FUTURE (2005) AMBIENT GROWTH + RELATED PROJECTS – PM PEAK-HOUR VOLUMES.....	32
FIGURE 17 – FUTURE (2005) AMBIENT GROWTH + RELATED PROJECTS + PROJECT – AM PEAK- HOUR VOLUMES.....	35
FIGURE 18 – FUTURE (2005) AMBIENT GROWTH + RELATED PROJECTS + PROJECT – PM PEAK- HOUR VOLUMES.....	36

List of Tables

TABLE 1 – PEAK HOUR LEVEL OF SERVICE – EXISTING (2003) CONDITIONS.....	7
TABLE 2 – AVERAGE TRAFFIC GROWTH FACTORS.....	10
TABLE 3 – PEAK HOUR INTERSECTION OPERATIONS FUTURE(2005) AMBIENT GROWTH CONDITIONS.....	11
TABLE 4 – PROJECT TRIP GENERATION RATES.....	15
TABLE 5 – PROJECT TRIP GENERATION CALCULATIONS.....	16
TABLE 6 – PEAK HOUR INTERSECTION OPERATIONS – FUTURE (2005) AMBIENT GROWTH + PROJECT.....	20
TABLE 7 – DETERMINATION OF SIGNIFICANT TRAFFIC IMPACTS – AM PEAK.....	24
TABLE 8 – DETERMINATION OF SIGNIFICANT TRAFFIC IMPACTS – PM PEAK.....	25
TABLE 9 – RELATED PROJECTS.....	27
TABLE 10 – PEAK HOUR INTERSECTION OPERATIONS – FUTURE (2005) AMBIENT GROWTH + RELATED PROJECTS.....	30
TABLE 11 – PEAK HOUR INTERSECTION OPERATIONS – FUTURE (2005) AMBIENT GROWTH + RELATED PROJECTS + PROJECT.....	33
TABLE 12 – SIGNIFICANT TRAFFIC IMPACTS – AM PEAK HOUR.....	37
TABLE 13 – SIGNIFICANT TRAFFIC IMPACTS – PM PEAK HOUR.....	38
TABLE 14 – SIGNAL WARRANT ANALYSIS.....	44



Appendices

APPENDIX A - ANALYSIS METHODOLOGIES
APPENDIX B - TRAFFIC COUNT SUMMARIES
APPENDIX C - ANALYSIS WORKSHEETS - EXISTING (2003) CONDITIONS
APPENDIX D - ANALYSIS WORKSHEETS - FUTURE (2005) AMBIENT GROWTH CONDITIONS
APPENDIX E - ANALYSIS WORKSHEETS - FUTURE (2005) AMBIENT GROWTH + PROJECT
APPENDIX F - ANALYSIS WORKSHEETS - FUTURE (2005) AMBIENT GROWTH +
RELATED PROJECTS
APPENDIX G - ANALYSIS WORKSHEETS - FUTURE (2005) AMBIENT GROWTH +
RELATED PROJECTS + PROJECT



1. Introduction

This traffic study documents the assumptions, methodologies and findings of the traffic analysis conducted for the proposed La Alameda Commercial Center. The Project site is defined by Florence Avenue on the north, the Alameda Corridor freight rail facility (in a subterranean trench) and Alameda Street on the west, Roseberry Street on the east, and Leota Street on the south. This site lies within Los Angeles County and the unincorporated community of Florence. Figure 1 shows the location of the proposed Project site.

The Proposed Project

The proposed Project consists of a shopping center with major and minor retail tenants, and some upper-level general office uses. The floor area of the proposed Project includes approximately 232,000 square feet of retail/commercial space and 14,000 square feet of general office space. The Project site plan is provided in Figure 2.

The Project site currently has one access driveway at Florence Avenue and a second driveway at Alameda Street. As part of Project construction, an additional driveway access point is proposed at Alameda Street, to the north of the existing Alameda Street driveway. This driveway would require a new aerial structure over the Alameda Corridor trench.

Project construction would include a new transit bus turnout/stop along the south curb of Florence Avenue. This portion of the Project would be funded by the County of Los Angeles, and would be positioned between the two northern Project driveways. The inclusion of this element would provide direct transit access to the Project site.

Project Study Methodology

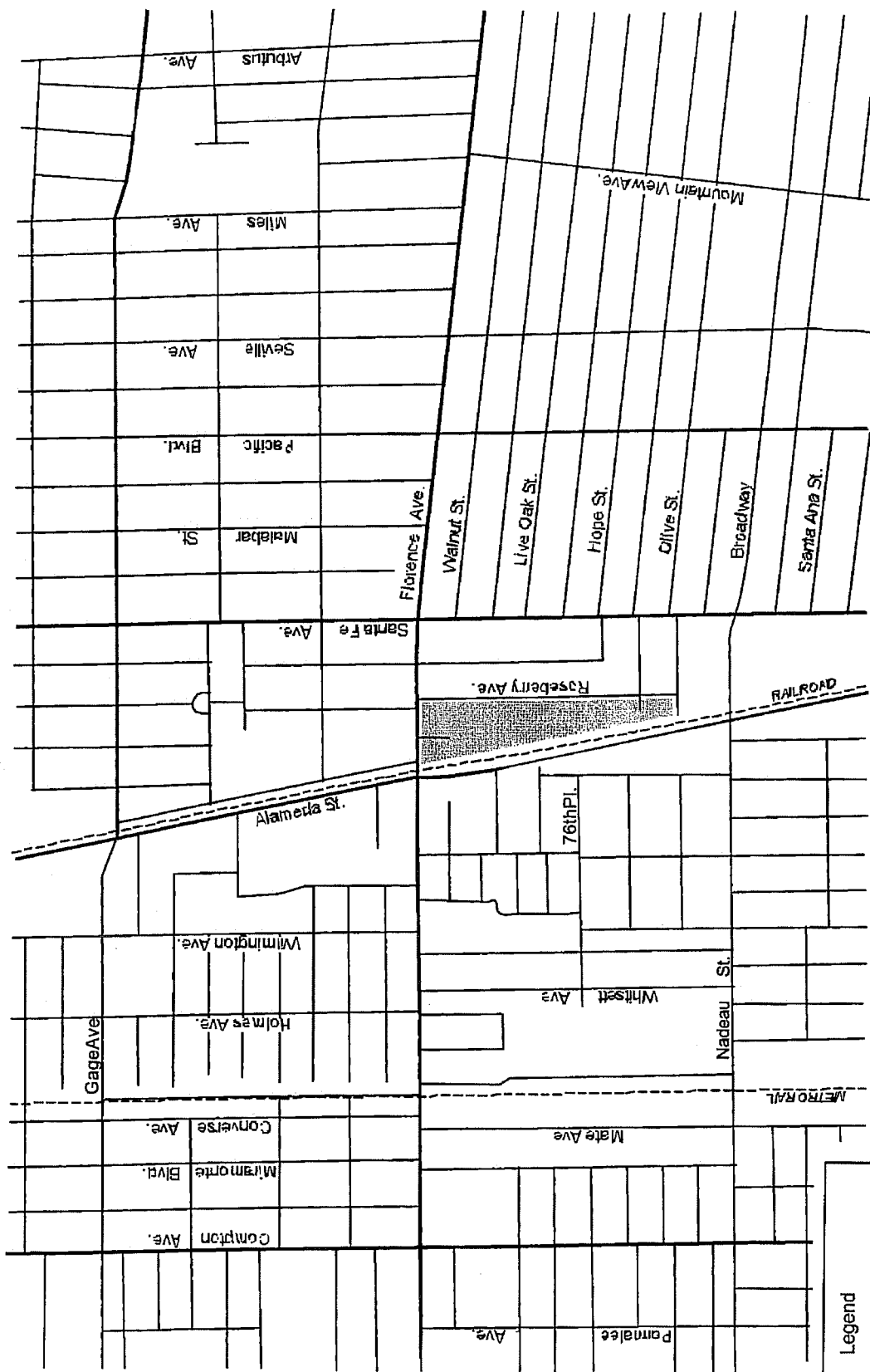
This report has been prepared in conformance with guidelines set forth by the County of Los Angeles. Section 9 of this report details Los Angeles County Congestion Management Plan (CMP) requirements and conformance.

In the sections that follow, the project-only and cumulative impact of this development on study area roadways and intersections are discussed. Four separate traffic analysis timeframes are analyzed, as shown below. Significant Project impacts are analyzed in both the third and fourth scenario:

- Existing (Year 2003) Conditions
- Future (Year 2005) Ambient Growth Conditions
- Future (Year 2005) Ambient Growth + Project Conditions
- Future (Year 2005) Ambient Growth + Project + Related Projects

The TRAFFIX software was used to perform the analysis for the surface street network for the above conditions. The intersection analysis was performed utilizing the Intersection Capacity Utilization (ICU) Methodology for signalized intersections. Project-generated trips were calculated by utilizing rates in *Trip Generation, 7th Edition*, published by The Institute of Traffic Engineers (ITE).





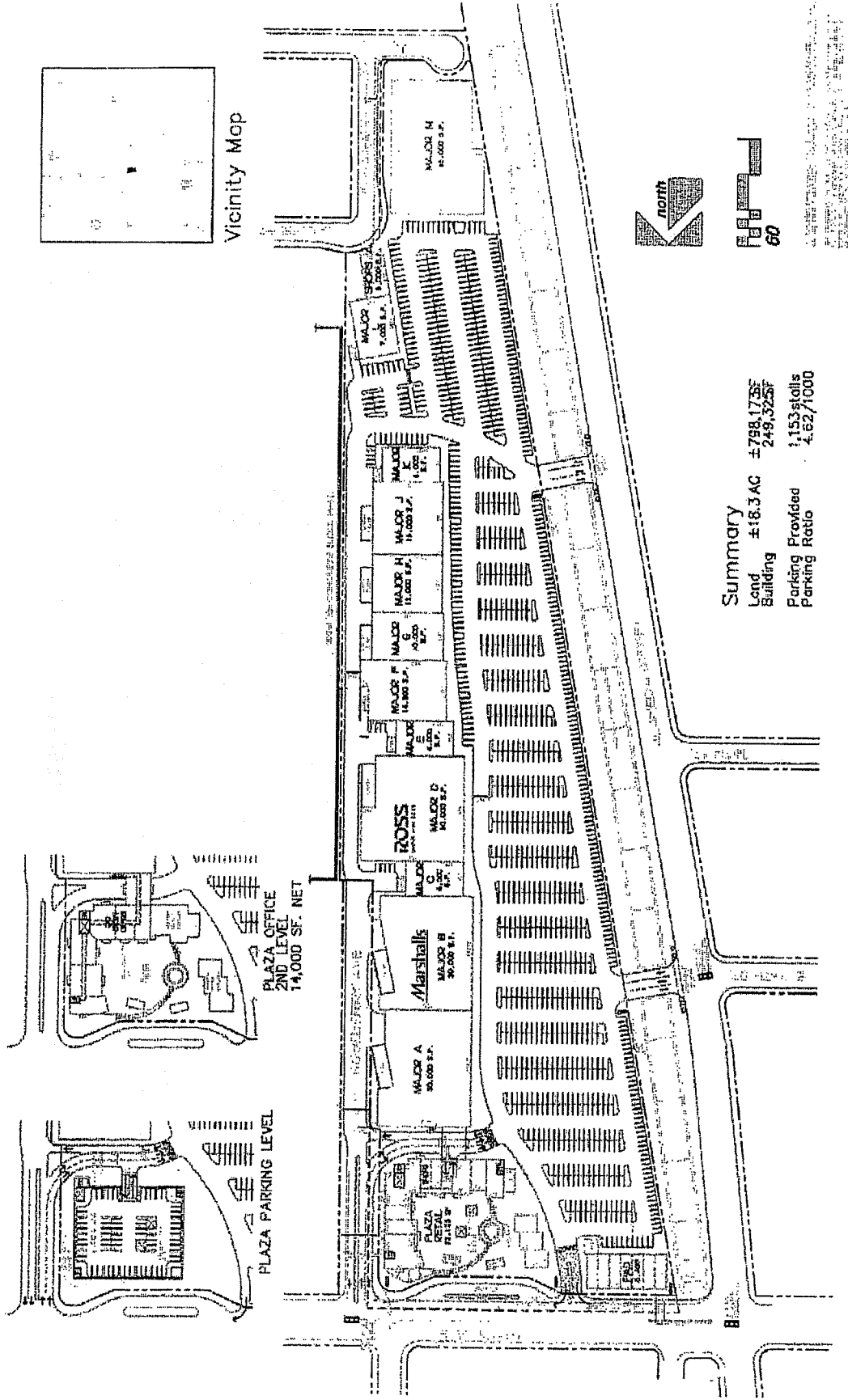
Legend

Project Site

Alameda/Florence Commercial Center

Figure 1

Project Location



The Project study intersections were selected in consultation with County of Los Angeles Department of Public Works staff. Level of service analyses were conducted at these study intersections for the weekday a.m. and p.m. peak periods:

- | | |
|------------------------------------|--|
| 1. Compton Avenue/Gage Avenue | 2. Wilmington Avenue/Gage Avenue |
| 3. Compton Avenue/Florence Avenue | 4. Wilmington Avenue/Florence Avenue |
| 5. Alameda Street/Florence Avenue | 6. Albany St.-Roseberry Ave./Florence Ave. |
| 7. Santa Fe Avenue/Florence Avenue | 8. Pacific Boulevard/Florence Avenue |
| 9. Miles Avenue/Florence Avenue | 10. Mountain View Avenue/Florence Avenue |
| 11. Compton Avenue/Nadeau | 12. Alameda Street/Nadeau Street |
| 13. Santa Fe Avenue/Nadeau Street | |

The appendices of this report contain background materials from the analysis. These materials include manual traffic counts, analysis worksheets, trip generation rates and other details.

The analysis of peak hour intersection Level of Service (LOS) is the primary indicator of circulation system performance. For the analysis of the selected study area intersections, the County of Los Angeles requires that either the Intersection Capacity Utilization (ICU) Method or the Critical Movement Analysis (CMA) procedure be used. This study is based on the ICU methodology. Appendix A contains a discussion of the ICU methodology and corresponding level of service definitions. The level of service during the peak hour at intersections ranges from LOS A (optimal conditions, little congestion) to LOS F (stop-and-go traffic, very heavy congestion).

County of Los Angeles Criteria for Intersection Impacts

Traffic impacts that would be created by the proposed Project were evaluated for the Project/future study year period, under future conditions with ambient growth and under future conditions with both ambient growth and other proposed area projects. The County of Los Angeles guidelines for significant transportation impact at an intersection are provided below.

Pre-Project V/C*	Project Related v/c increase
0.00 – 0.79	Equal to or greater than 0.04
0.80 – 0.89	Equal to or greater than 0.02
0.90 or more	Equal to or greater than 0.01

Study Hours and Traffic Counts

The analysis summarized in this report focuses on weekday peak hour conditions at the study area intersections. Intersection turn movement counts were conducted on Tuesday, October 7 2003 from 7:00 a.m. to 9:00 and 4:00 p.m. to 6:00 p.m.

The intersection of Compton Avenue / Gage Avenue was under major construction when traffic counts were conducted. In order to establish existing conditions at this intersection under normal operating conditions, counts for this intersection were utilized from the Gage Village Shopping Center traffic study (conducted by Katz, Okitsu & Associates in September, 2001).



2. Existing (2003) Conditions

This section documents existing conditions at the study area intersections. Roadway and intersection configurations are based on fieldwork conducted for this study, and traffic volumes are based on original traffic counts conducted for this study and other recent traffic studies.

Existing Traffic Circulation Network

All of the study intersections lie within the unincorporated Los Angeles County community of Florence, except those on the border of Florence and the City of Huntington Park. The City of Huntington Park lies generally east of Wilmington Avenue and north of Florence Avenue. The following text describes the major study area roadways, in terms of the number of lanes in a typical cross-section and general characteristics of surrounding land uses.

Gage Avenue is a four-lane east-west arterial roadway that provides access between the neighborhood of Florence and adjacent cities. The Gage Avenue intersections with Hooper Avenue, Compton Avenue, and Wilmington Avenue are controlled by two-phase traffic signals.

Compton Avenue is a four-lane north-south arterial roadway. North of Gage Avenue, the adjacent land uses are residential.

Alameda Street is a four-lane north-south arterial roadway. Adjacent land uses are primarily commercial and light industrial. On-street parking is prohibited, and left turn lane pockets exist only at intersections. The roadway provides north-south regional access, and on its north end it provides direct access to downtown Los Angeles. The Alameda Corridor freight rail facility runs along the eastern side of Alameda Street – this facility is in a trench and is therefore grade-separated from all study area east-west roadways.

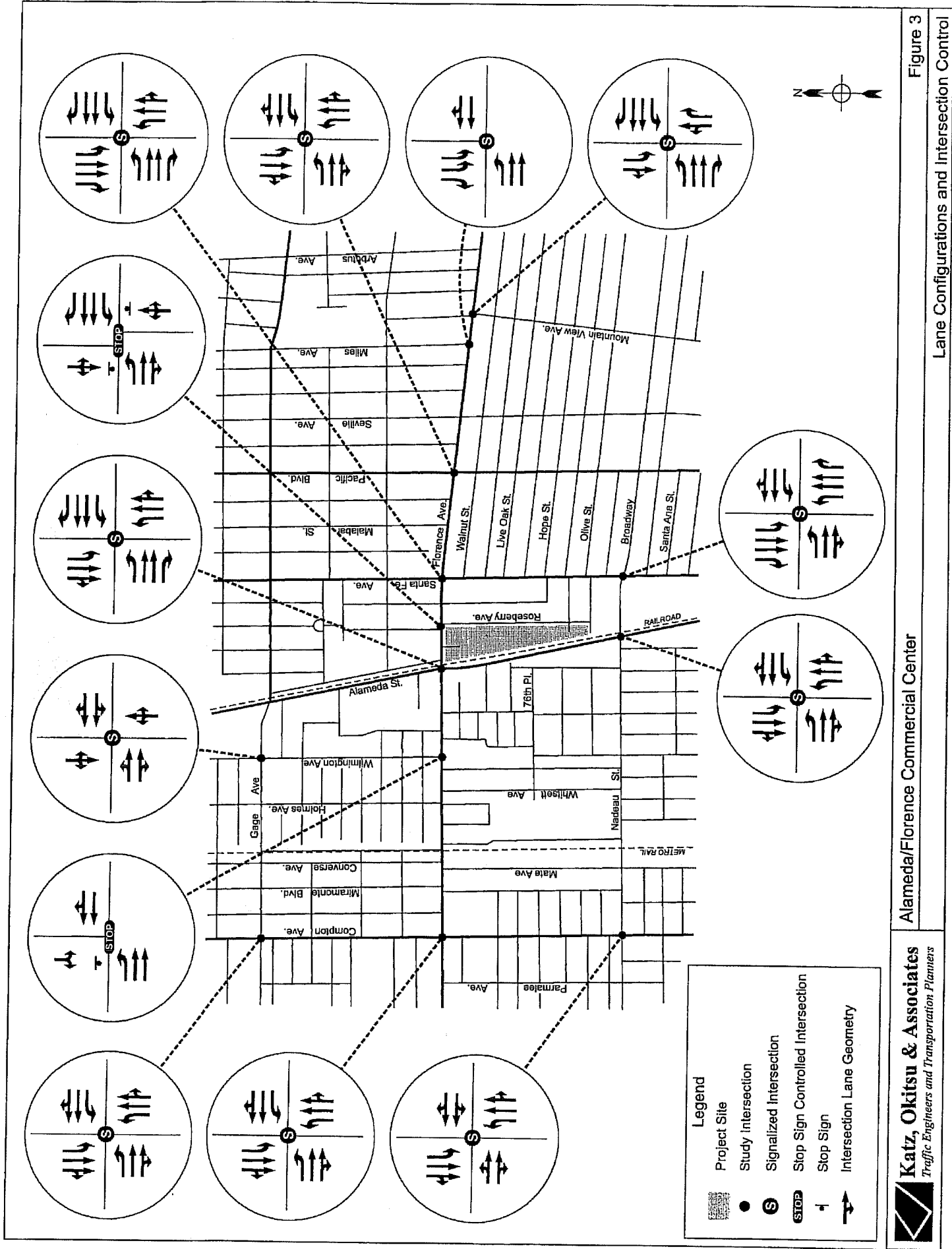
Wilmington Avenue is a two-lane north-south collector roadway in the vicinity of Florence Avenue. Adjacent land uses are primarily commercial within the study area. Surrounding land uses are primarily light industrial. South of 76th Place, land uses are primarily residential.

Florence Avenue is an east-west four lane arterial roadway located on the north side of the Project site. There are parking prohibitions during the morning and evening peak periods that provides a third through lane in each direction. The Florence Avenue intersections with Compton Avenue, Santa Fe Avenue, Pacific Boulevard, Mountain View Avenue, and Miles Avenue are controlled by two-phase traffic signals. The roadway's intersections with Alameda Street and Pacific Boulevard are controlled by eight-phase traffic signals (all left turns with protected/permissive phasing). Stop-sign control is utilized at the roadway's intersection with Wilmington Avenue, and the offset intersection with Albany Street / Roseberry Avenue, with no control on the east/west approaches. The land uses on Florence Avenue are primarily commercial.

Nadeau Street is an east-west two-lane roadway with on-street parking. There are two-phase traffic signals at Compton Avenue, Alameda Street, and Santa Fe Avenue. West of Alameda Street, land uses are a mix of commercial and light industrial. West of Pacific Boulevard, the roadway provides a continuous left turn lane, and land uses are primarily single-family residential.

Figure 3 depicts the lane configurations and intersection control at the study intersections.





Level of Service Analysis

Table 1 provides a summary of the level of service analysis conducted for the existing (year 2003) scenario. Level of service at the signalized study intersections is calculated by the volume/capacity ratio, represented by the Intersection Capacity Utilization (ICU) value. For unsignalized intersections, level of service is calculated from average seconds of delay per vehicle calculated via the Highway Capacity manual method.

**Table 1 – Peak Hour Level of Service –
Existing (2003) Conditions**

Intersection	AM Peak		PM Peak	
	ICU value (V/C)	LOS	ICU value (V/C)	LOS
1. Compton Avenue/Gage Avenue	0.475	A	0.606	B
2. Wilmington Avenue/Gage Avenue	0.461	A	0.505	A
3. Compton Avenue/Florence Avenue	0.618	B	0.789	C
4. Wilmington Avenue/Florence Avenue *	26.1 sec.	D	24.5 sec.	C
5. Alameda Street/Florence Avenue	0.748	C	0.846	D
6. Albany-Roseberry/Florence Avenue *	23.4 sec.	C	34.4 sec.	D
7. Santa Fe Avenue/Florence Avenue	0.625	A	0.786	C
8. Pacific Boulevard/Florence Avenue	0.552	A	0.833	D
9. Miles Avenue/Florence Avenue	0.593	A	0.589	A
10. Mountain View Avenue/Florence Avenue	0.570	A	0.727	C
11. Compton Avenue/Nadeau Street	0.593	A	0.638	B
12. Alameda Street/Nadeau Street	0.789	C	0.850	D
13. Santa Fe Avenue/Nadeau Street	0.711	C	0.756	C

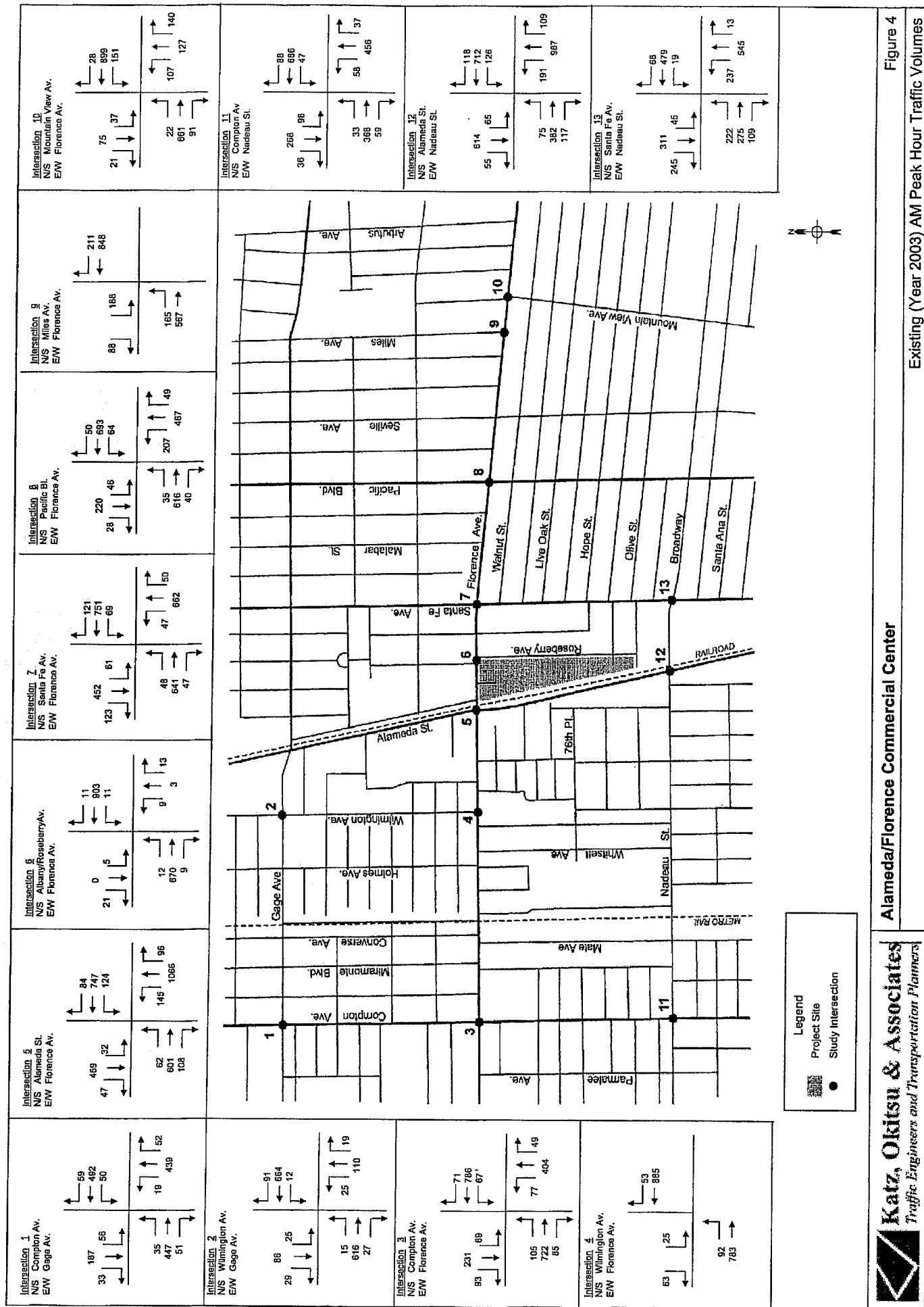
* Unsignalized Intersection. Table shows delay instead of volume/capacity ratio (V/C) for this intersection.

Under the existing (year 2003) conditions scenario, eight of the study intersections operate at LOS C or better during the a.m. and p.m. peak periods. The intersection of Wilmington Avenue/Florence Avenue operates at LOS D in the a.m. peak hour, and the intersection of Albany-Roseberry/Florence Avenue operates at LOS D in the p.m. peak hour. Both of these intersections are unsignalized. The signalized intersections of Alameda Street/Florence Avenue, Pacific Boulevard/Florence Avenue and Alameda Street/Nadeau Street operate at LOS D in the p.m. peak period.

Appendix B contains summaries of the peak hour intersection traffic volumes counts conducted at the study intersections and utilized as the basis for the existing conditions scenario. The level of service calculations for this scenario are provided in Appendix C. .

Existing peak-hour volumes are provided in Figure 4 (a.m. peak) and Figure 5 (p.m. peak).





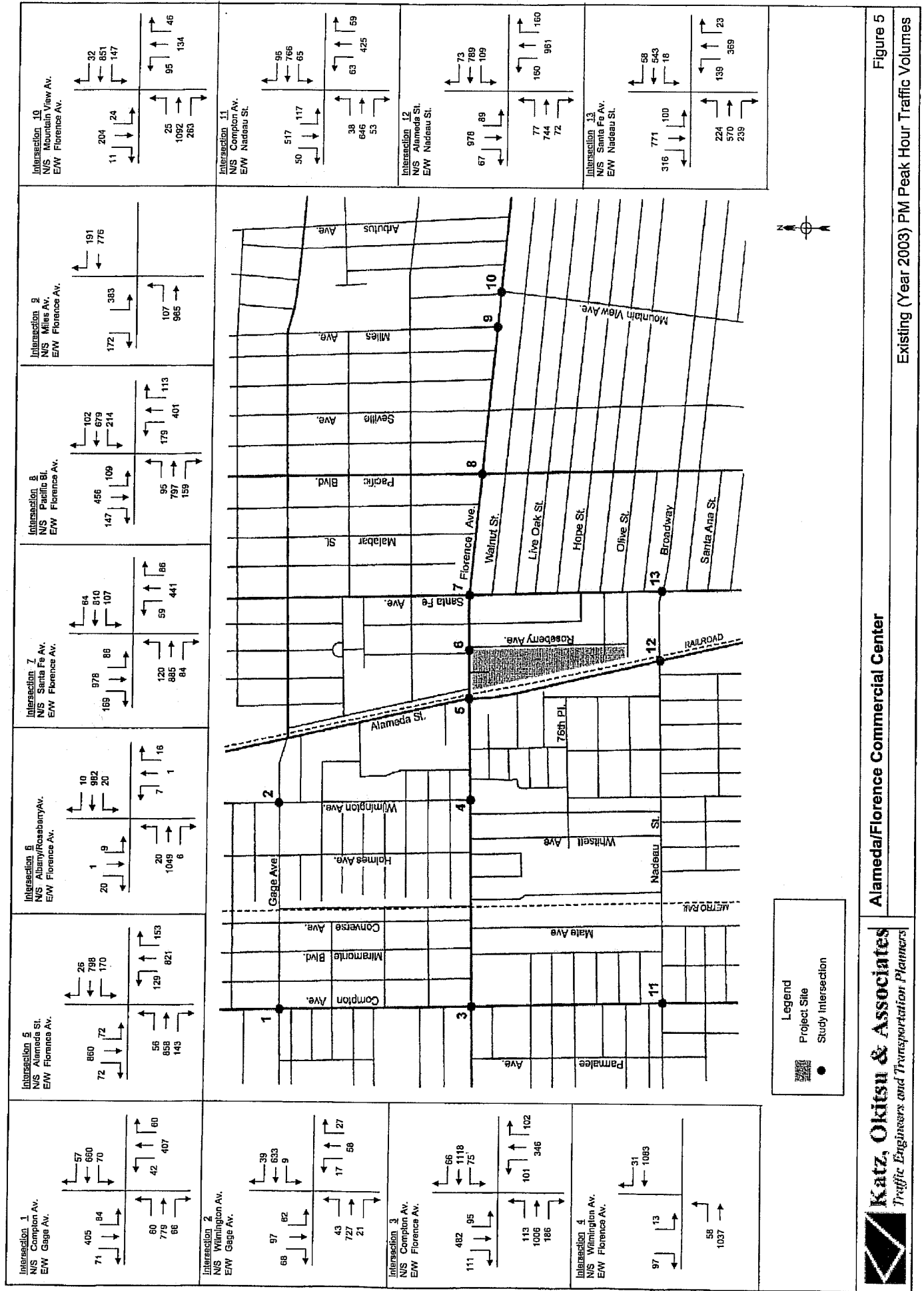


Figure 5
Existing (Year 2003) PM Peak Hour Traffic Volumes

Alameda/Florence Commercial Center

3. Future (2005) Ambient Growth Conditions

This section documents the future traffic conditions in the project study area with ambient growth only. The year 2005 was selected for analysis since it is anticipated that the project will be open and operational in that year.

Ambient Growth

The Los Angeles County Congestion Management Program (CMP) has defined a series of average traffic growth factors for the County, including the project area (Southeast). These factors are based on regional modeling efforts and are intended to estimate the general effect of continuing development and other population/economic factors that would affect traffic in the region. The growth factors are developed for each sub-region in the County. Using traffic volumes for Year 1992 as a base, the CMP provides growth factors for use in estimating future traffic through Year 2010.

**Table 2 –
Average Traffic Growth Factors**

<i>Area</i>	<i>1992</i>	<i>1995</i>	<i>2000</i>	<i>2005</i>	<i>2010</i>
<i>Central</i>	1.000	1.030	1.064	1.089	1.108

Notes: $1.108 - 1.000 = 0.108$ (proportion of growth between Year 1992 and Year 2010)

$0.108/18 = 0.006$ (average annual growth for 18 years = Annual Average Growth Factor)

The CMP growth factors indicate a 0.6% annual growth rate in this area. As a result, existing volumes are expected to increase by 1.2% due to ambient growth by the time the projects are completed and occupied in the Year 2005. This 1.2% growth factor was rounded up to 2.0%, to provide a conservative analysis of future conditions for this report.

Future Roadway Network

The intersection lane configurations and control utilized for the analysis of existing conditions was also utilized for future conditions. At the intersection of Compton Avenue/Gage Avenue, where major construction was underway in late 2003, the final configuration was verified with Los Angeles County. A review of the planned configuration of the intersection did not indicate that additional lanes would be added, beyond those defined in existing conditions from the field surveys for the Gage Village traffic study.

Level of Service Analysis

To simulate future traffic conditions, existing peak-hour volumes analyzed in the previous section of this report were increased by a factor of 1.04 to simulate two years of growth between 2003 and 2005.

Table 3 provides a summary of the level of service analysis conducted for the future (year 2005) ambient growth scenario.



**Table 3 –
Peak Hour Intersection Operations
Future(2005) Ambient Growth Conditions**

Intersection	AM Peak		PM Peak	
	ICU value (V/C)	LOS	ICU value (V/C)	LOS
1. Compton Avenue/Gage Avenue	0.498	A	0.626	B
2. Wilmington Avenue/Gage Avenue	0.475	A	0.522	A
3. Compton Avenue/Florence Avenue	0.639	B	0.817	D
4. Wilmington Avenue/Florence Avenue *	29.1 sec.	D	27.4 sec.	D
5. Alameda Street/Florence Avenue	0.774	C	0.876	D
6. Albany-Roseberry/Florence Avenue *	25.2 sec.	D	38.6 sec.	E
7. Santa Fe Avenue/Florence Avenue	0.646	B	0.813	D
8. Pacific Boulevard/Florence Avenue	0.579	A	0.862	D
9. Miles Avenue/Florence Avenue	0.619	B	0.622	B
10. Mountain View Avenue/Florence Avenue	0.619	B	0.853	D
11. Compton Avenue/Nadeau Street	0.612	B	0.659	B
12. Alameda Street/Nadeau Street	0.817	D	0.880	D
13. Santa Fe Avenue/Nadeau Street	0.735	C	0.782	C

* Unsignalized Intersection. Table shows delay instead of volume/capacity ratio (V/C) for this intersection.

The increase in traffic resulting from ambient traffic growth worsens intersection levels of service to LOS D, E, or F in a few locations. Operations at the intersection of Albany Street-Roseberry Avenue/Florence Avenue worsen from from LOS C to D in the a.m. peak period, and from LOS D to E during the p.m. peak period. The intersection of Wilmington Avenue/Florence Avenue remains at LOS D in the a.m. peak period, but worsens from LOS C to D in the p.m. peak period. The intersections of Compton Avenue/Florence Avenue, Santa Fe Avenue/Florence Avenue, Pacific Boulevard/Florence Avenue, and Mountain View Avenue/Florence Avenue worsen from LOS C to D in the p.m. peak period. All other study intersections remain at LOS C or better.

Peak-hour volumes for this scenario are provided in Figure 6 (a.m. peak) and Figure 7 (p.m. peak). Appendix D contains the analysis worksheets used for the analysis of this scenario.



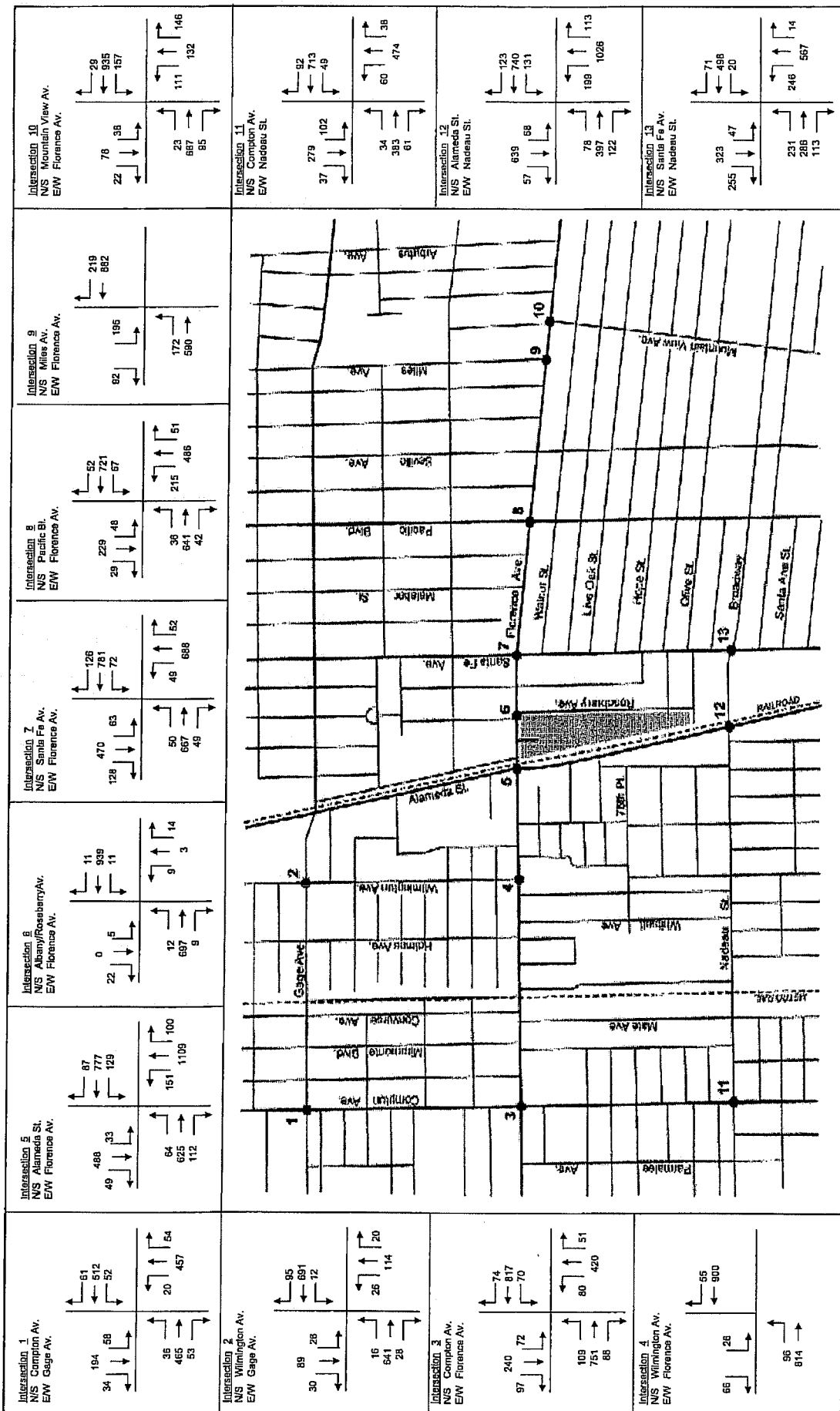


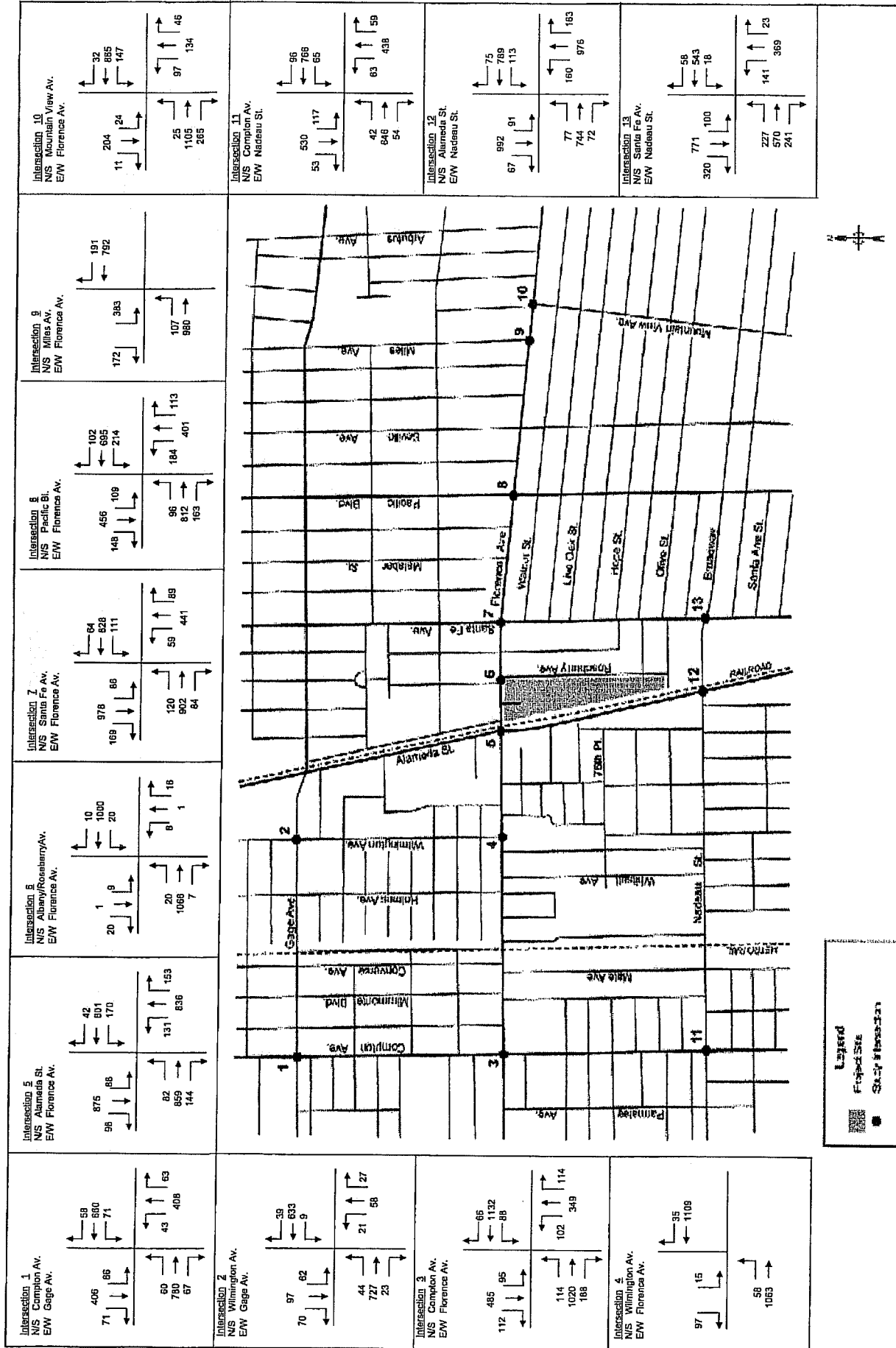
Figure 6

Future (Year 2005) Ambient AM Peak Hour Traffic Volumes

Alameda/Florence Commercial Center

Katz, Okitsu & Associates

Traffic Engineers and Transportation Planners



Katz, Okitsu & Associates
 Traffic Engineers and Transportation Planners

Alameda/Florence Commercial Center

Figure 7
 Future (Year 2005) Ambient PM Peak Hour Traffic Volumes

4. Project Trip Generation

This section focuses a summary of trip generation from the existing uses on the Project site and trip generation from the proposed Project. The proposed La Alameda Project would include construction of approximately 232,000 square feet of commercial/retail space. The outlying retail building at the north end of the site would contain 14,000 square feet of general office uses on a second level.

The proposed Project site plan designates two driveway access points on Florence Avenue – one to the west will have limited access (right-in, right-out), and one to the east will have full access. The existing Cottage Street right-of-way will be vacated and absorbed into the site. The proposed site plan also designates two driveway access points on Alameda Street. One is an existing access driveway to an existing parcel on the site, and consists of a bridge over the Alameda Corridor trench. The second Alameda Street driveway access point is proposed as part of Project development, and would necessitate the construction of a second bridge over the Alameda Corridor.

The existing roadway of Roseberry Avenue would be vacated for a portion of its segment between Florence Avenue and Walter Street. The eastern site access point on Florence Avenue would be provided by Roseberry Avenue. This roadway would remain as a public road south of Florence Avenue to a point just behind the “Major C” pad of the proposed site plan. At this point, the roadway would connect with an existing east-west residential alleyway that lies to the east of the Project site. At the southeast corner of the site, Roseberry Avenue would remain between Walter Street and Leota Street. Truck loading bays would be provided along both the remaining and vacated portions of Roseberry Avenue.

Trip Generation Calculations

Trip generation is a measure or forecast of the number of trips that begin or end at the Project site. All of these trips will create overall traffic increases on the streets that they traverse between origin and destination. The traffic generated is a function of the intensity and type of land uses proposed for the site.

The traffic generation of the Project was estimated based on rates in *Trip Generation, 7th Edition*, published by the Institute of Traffic Engineers (ITE). This document provides standards and recommendations for the traffic generation of studies of various land uses in cities across the U.S. Table 4 summarizes the ITE rates utilized to calculate the trips generated by the proposed Project, and Table 5 summarizes all calculations for Project trip generation. These calculations include trip credits for the removal of existing uses, pass-by trips, and internal trip capture. Pass-by trips and internal trip capture are based on rates and methodologies defined in the *Trip Generation Handbook* (March, 2001), published by ITE.

The Project would generate 4,867 daily trips, 78 a.m. peak trips, and 417 p.m. peak trips. These trip totals represent average weekday conditions.



Project Trip Distribution

The Project trip distribution was developed by Katz, Okitsu & Associates, utilizing year 2000 U.S. Census population data for local census tracts within a five-mile radius of the Project site. Radial sectors and total population data were utilized to develop directional trip distribution.

Figure 8 indicates the traffic distribution utilized for Project trips. The Project trip assignment is indicated in Figure 9 (a.m. peak) and Figure 10 (p.m. peak). These figures lie beyond Table 4 and Table 5.

Table 4 – Project Trip Generation Rates

Land Use	Units	Daily	Weekday AM Total	Weekday AM IN	Weekday AM OUT	Weekday PM Total	Weekday PM IN	Weekday PM OUT
General Light Industrial Use (Land Use Code 110)	KSF	6.97	0.92	0.81	0.11	0.98	0.12	0.86
Fast food without drive-thru (Land Use Code 933)	KSF	716.00	43.87	26.32	17.55	26.15	13.34	12.81
Quality Restaurant (Land Use Code 931)	KSF	89.95	0.81	0.41	0.40	7.49	5.02	2.47
Warehousing (Land Use Code 150)	KSF	4.96	0.45	0.37	0.08	0.47	0.12	0.35
Auto Service Center (Land Use 942) *	KSF	33.80	2.94	1.91	1.03	3.38	1.69	1.69
Single-Family Residential (Land Use Code 150)	DU	9.57	0.75	0.19	0.56	1.01	0.65	0.36
Shopping Center (Land Use Code 820) *	KSF	42.94	1.03	0.63	0.40	3.75	1.80	1.95
Specialty Retail (Land Use Code 814)	KSF	44.32	0.00	0.00	0.00	2.71	1.19	1.52
Furniture Store (Land Use Code 890)	KSF	5.06	0.17	0.12	0.05	0.46	0.21	0.25
General Office (Land Use Code 710)	KSF	11.01	1.55	1.36	0.19	1.49	0.25	1.24



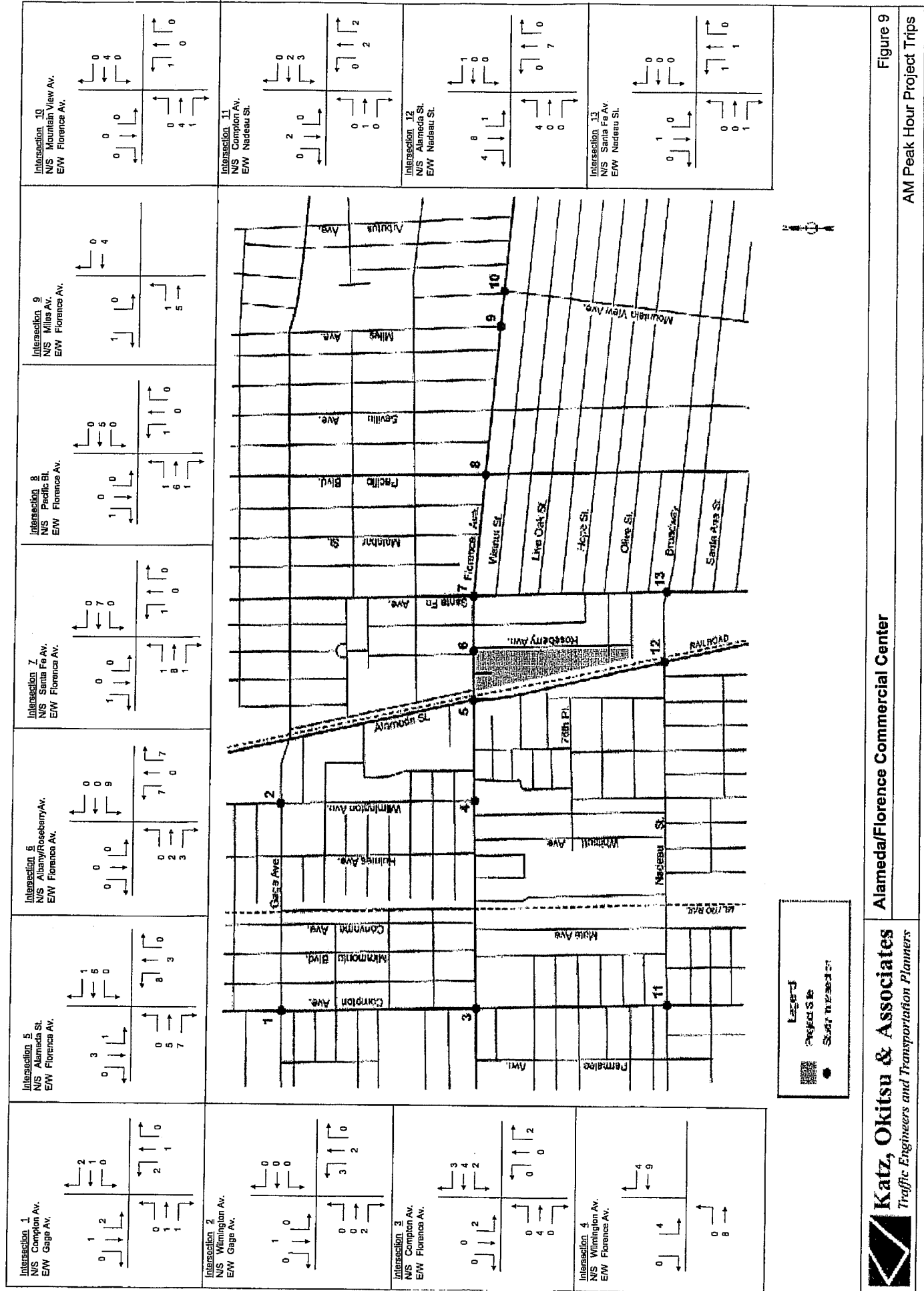
Table 5 – Project Trip Generation Calculations

EXISTING TRIP GENERATION - USES TO BE DEMOLISHED									
Land Use	Intensity	Units	Daily	Weekday AM Total	Weekday AM IN	Weekday AM OUT	Weekday PM Total	Weekday PM IN	Weekday PM OUT
General Light Industrial Use (Land Use Code 110)	10.577	KSF	-74	-10	-9	-1	-10	-1	-9
Fast food without drive-thru (Land Use Code 933)	2.682	KSF	-1,920	-118	-71	-47	-70	-36	-34
Warehousing (Land Use Code 150)	130.814	KSF	-649	-59	-48	-11	-61	-15	-46
Auto Service Center (Land Use 840) *	2.195	KSF	-74	-6	-4	-3	-7	-4	-3
Single-Family Residential (Land Use Code 150)	1.0	DU	-10	-1	0	-1	-1	-1	0
Total Exist. Trip Generation			-2,727	-193	-132	-63	-150	-57	-93
FORECAST TRIP GENERATION - PROPOSED USES									
Land Use	Intensity	Units	Daily	Weekday AM Total	Weekday AM IN	Weekday AM OUT	Weekday PM Total	Weekday PM IN	Weekday PM OUT
Fast food without drive-thru (Land Use Code 933)	5.000	KSF	3,580	219	132	88	131	67	64
Quality Restaurant (Land Use Code 931)	15.000	KSF	1,349	12	6	6	112	75	37
Shopping Center (Land Use Code 820) *	150.000	KSF	6,441	155	94	60	563	270	293
Specialty Retail (Land Use Code 814)	32.000	KSF	1,418	0	0	0	87	38	49
Furniture Store (Land Use Code 890)	30.000	KSF	152	5	4	2	14	6	8
General Office (Land Use Code 710)	14.000	KSF	154	22	19	3	21	4	17
Total New Trip Generation			13,094	413	255	158	927	460	467
TRIP REDUCTION CREDITS									
Internal trip capture, between office, shop. ctr., and smaller specialty retail uses			-1,964	-45	-28	-17	-102	-51	-51
SUBTOTAL			11,130	367	227	141	825	409	416
Pass-By Trip Reduction, Quality Restaurant (44%)			-505	-5	-2	-2	-42	-28	-14
Pass-By Trip Reduction, Fast Food Restaurant (25%) **			-761	-47	-28	-19	-28	-14	-14
Pass-By Trip Reduction, Shopping Center (34%)			-1,861	-45	-27	-17	-163	-78	-85
Pass-By Trip Reduction, Specialty Retail (34%)			-410	0	0	0	-25	-11	-14
SUBTOTAL			-3,537	-96	-58	-38	-257	-131	-126
GRAND TOTAL									
Project Trip Generation			4,867	78	37	40	417	221	197

* ITE does not provide a rate for daily trip generation of this use. A daily rate was formulated by multiplying the highest peak period by a factor of 10.

** ITE provides pass-by rates for fast-food uses with drive-thru facilities. Half of these rates were utilized for these non-drive-thru uses.

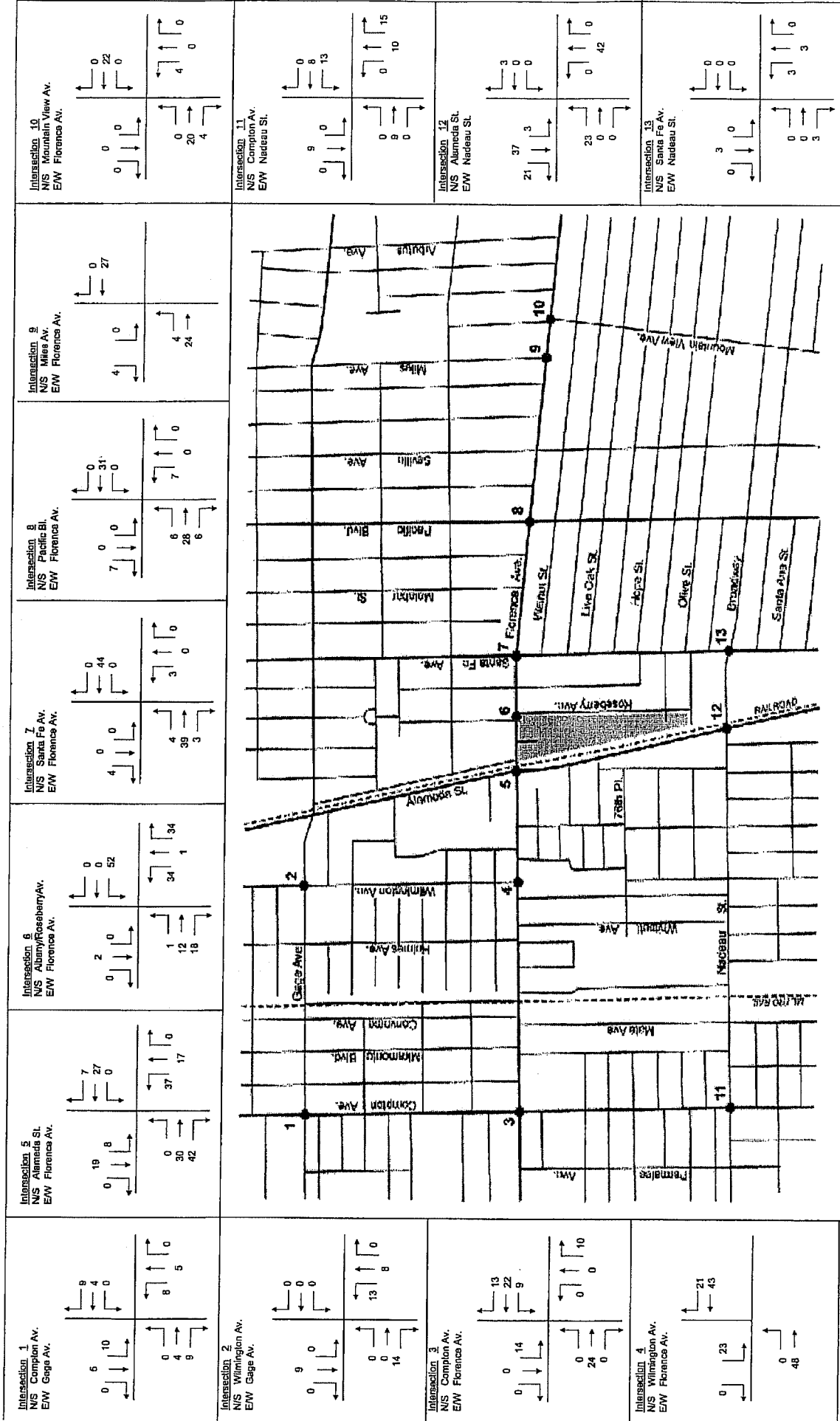




Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

Alameda/Florence Commercial Center

Figure 9
 AM Peak Hour Project Trips



5. Future (2005) Ambient Growth + Project Conditions

This section documents future traffic conditions at the study area intersections, with the addition of ambient growth and Project trip generation. Ambient growth rates utilized for the period between 2003 and 2005 were defined in Section 3 of this report. Project trip generation was defined in Section 4 of this report.

Level of Service Analysis

Traffic from related projects is not included in this analysis. Such analysis, with and without Project traffic, is provided in Section 6 and Section 7 of this report. Table 5 summarizes the results of the level of service analysis for this scenario. Bold text indicates a worsening of operations to LOS D, E, or F due to Project traffic.

**Table 6 – Peak Hour Intersection Operations –
Future (2005) Ambient Growth + Project**

Intersection	AM Peak		PM Peak	
	ICU value (V/C)	LOS	ICU value (V/C)	LOS
1. Compton Avenue/Gage Avenue	0.500	A	0.638	B
2. Wilmington Avenue/Gage Avenue	0.479	A	0.540	A
3. Compton Avenue/Florence Avenue	0.643	B	0.828	D
4. Wilmington Avenue/Florence Avenue *	33.1 sec.	D	90.7 sec.	F
5. Alameda Street/Florence Avenue	0.778	C	0.915	E
6. Albany-Roseberry/Florence Avenue * **	27.3 sec.	D	100+ sec.	F
7. Santa Fe Avenue/Florence Avenue	0.649	B	0.827	D
8. Pacific Boulevard/Florence Avenue	0.573	A	0.879	D
9. Miles Avenue/Florence Avenue	0.621	B	0.633	B
10. Mountain View Avenue/Florence Avenue	0.621	B	0.863	D
11. Compton Avenue/Nadeau Street	0.615	B	0.674	B
12. Alameda Street/Nadeau Street	0.823	D	0.898	E
13. Santa Fe Avenue/Nadeau Street	0.736	C	0.785	C

* Unsignalized Intersection. Table shows delay instead of volume/capacity ratio (V/C) for this intersection.

** Highway Capacity Manual shows saturation of volumes at this intersection. At these levels of congestion, the formula becomes unstable when the overall delay is over 100 seconds.

The bold text in Table 6 indicates that Project traffic would worsen the level of service at four study intersections in the p.m. peak period:

- Wilmington Avenue/Florence Avenue – worsens from LOS D to F.
- Alameda Street/Florence Avenue – worsens from LOS D to E.
- Albany Street-Roseberry Avenue/Florence Avenue – worsens from LOS E to F.
- Alameda Street/Nadeau Street – worsens from LOS D to E.



Project significant traffic impacts are discussed later in this report section.

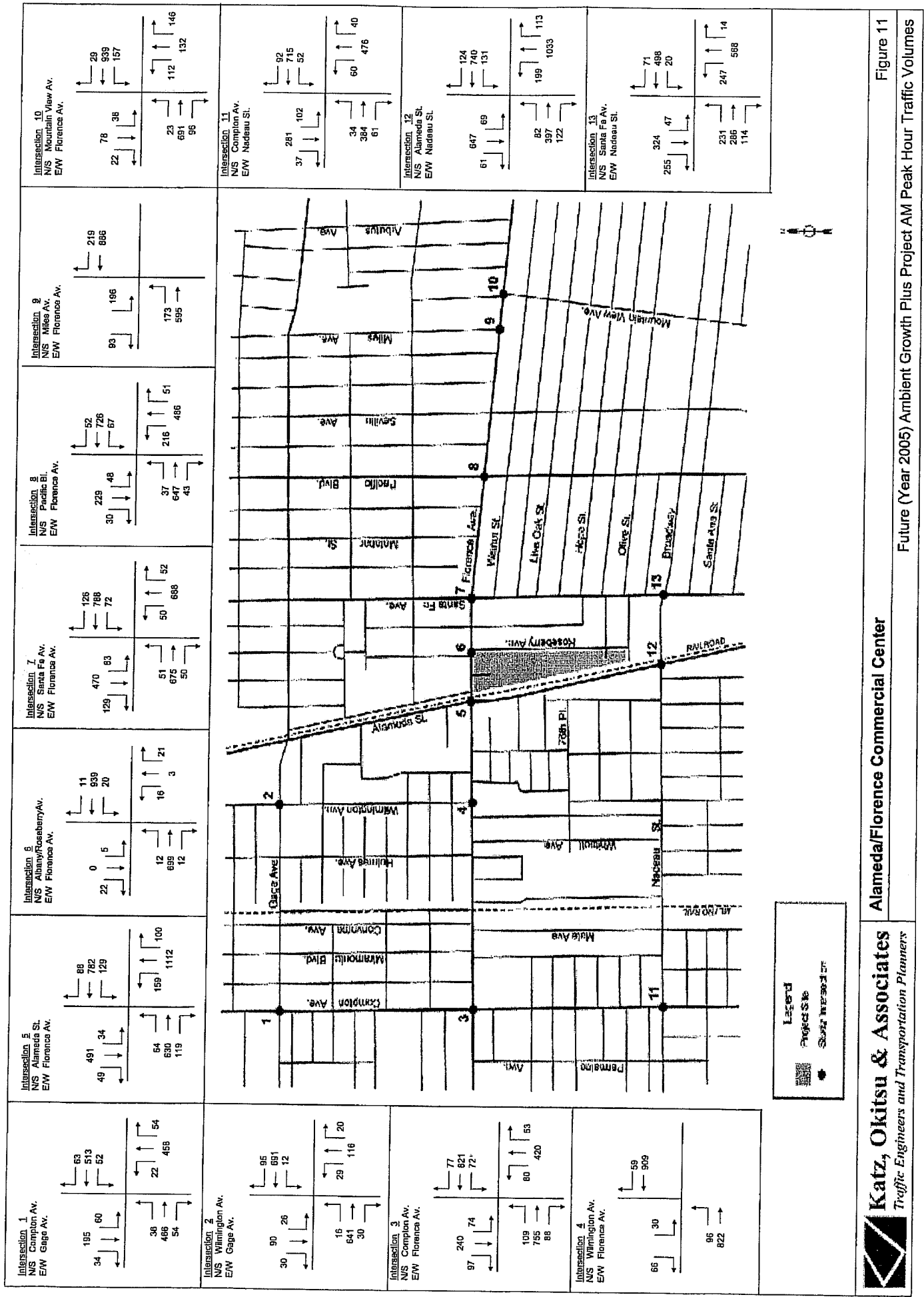
The intersection of Wilmington Avenue/Florence Avenue has a major roadway (Florence) and a minor roadway (Wilmington). At this intersection, the p.m. peak level of service 'F' is primarily caused by the delay to motorists heading south on Wilmington Avenue. To a lesser extent, the poor level of service is also caused by the eastbound left turn movements that must yield to westbound traffic on Florence Avenue.

The intersection of Albany Street-Roseberry Avenue/Florence Avenue is an offset intersection with a major roadway (Florence) and two minor roadways (Roseberry on the south and to the east, and Albany Street on the north and to the west). At this intersection, the p.m. peak level of service 'F' is primarily caused by the delay to motorists at the approaches to Florence Avenue from the minor streets. To a lesser extent, the poor level of service is also caused by left turn movements from the Florence Avenue approaches that must yield to oncoming traffic from the opposite direction.

The poor level of service at the unsignalized study intersections cannot be improved with physical improvements such as lane additions. The addition of lanes to the minor approaches (side streets) of these intersections would provide marginal improvements, but cannot be accomplished with existing roadway widths and buildout of adjacent parcels. Analysis of traffic signal warrants at these two locations is discussed in Section 9 of this report.

Figures 11 and 12 illustrate the peak-hour turn movement volumes for this scenario. Appendix F contains the level of service worksheets for this analysis.





Significant Impact Analysis

From the results of the three study scenarios discussed in the previous sections of this report, the County of Los Angeles traffic impact standards were used to determine if any of the study intersections would be impacted by Project traffic. A summary of this analysis is provided in Table 7 (a.m. peak) and Table 8 (p.m. peak).

This analysis was conducted without the inclusion of traffic from planned area (related) projects. Analysis of operations with traffic from area projects is discussed in later sections of this report.

The determination of significant Project traffic impacts was done by subtracting the ICU value in the "Ambient Growth + Project" column from the ICU value in the "With Future Ambient Growth" column. The results of these calculations are shown in the "Difference" column of the significant impact tables. If a significant Project impact was found, a "yes" result was entered in the right column of the tables.

Table 7 – Determination of Significant Traffic Impacts – AM Peak

Intersection	Existing (2003) Conditions		Future (2005) + Growth		Future (2005) + Growth + Project		Diff.	Signif?
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1. Compton Avenue/ Gage Avenue	0.475	A	0.498	A	0.500	A	0.002	No
2. Wilmington Avenue/ Gage Avenue	0.461	A	0.475	A	0.479	A	0.004	No
3. Compton Avenue/ Florence Avenue	0.618	B	0.639	B	0.643	B	0.004	No
4. Wilmington Avenue/ Florence Avenue *	26.1 sec.	D	29.1 sec.	D	33.1 sec.	D	-	-
5. Alameda Street/ Florence Avenue	0.748	C	0.774	C	0.778	C	0.004	No
6. Albany Street-Roseberry Avenue/ Florence Avenue *	23.4 sec.	C	25.2 sec.	D	27.3 sec.	D	-	-
7. Santa Fe Avenue/ Florence Avenue	0.625	B	0.646	B	0.649	B	0.003	No
8. Pacific Boulevard/ Florence Avenue	0.552	A	0.579	A	0.579	A	0.000	No
9. Miles Avenue/ Florence Avenue	0.593	A	0.619	B	0.621	B	0.002	No
10. Mountain View Avenue/ Florence Avenue	0.570	A	0.619	B	0.621	B	0.002	No
11. Compton Avenue/ Nadeau Street	0.593	A	0.612	B	0.615	B	0.003	No
12. Alameda Street/ Nadeau Street	0.789	C	0.817	D	0.823	D	0.006	No
13. Santa Fe Avenue/ Nadeau Street	0.711	C	0.735	C	0.736	C	0.001	No

* Unsignalized Intersection. Table shows level of service and delay for this intersection.



Table 8 – Determination of Significant Traffic Impacts – PM Peak

	Existing (2003) Conditions		Future (2005) + Growth				Future (2005) + Growth + Project		Diff.	Signif?
	V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS		
1. Compton Avenue/ Gage Avenue	0.606	B	0.626	B			0.638	B	0.012	No
2. Wilmington Avenue/ Gage Avenue	0.505	A	0.522	A			0.540	A	0.018	No
3. Compton Avenue/ Florence Avenue	0.789	C	0.817	D			0.828	D	0.011	No
4. Wilmington Avenue/ Florence Avenue *	24.5 sec.	C	27.4 sec.	D			90.7 sec.	F	-	-
5. Alameda Street/ Florence Avenue	0.846	D	0.876	D			0.915	E	0.039	Yes
6. Albany Street-Roseberry Avenue/ Florence Avenue * **	34.4 sec.	D	38.6 sec.	E			100+ sec.	F	-	-
7. Santa Fe Avenue/ Florence Avenue	0.786	C	0.813	D			0.827	D	0.014	No
8. Pacific Boulevard/ Florence Avenue	0.833	D	0.862	D			0.879	D	0.017	No
9. Miles Avenue/ Florence Avenue	0.589	A	0.622	B			0.633	B	0.011	No
10. Mountain View Avenue/ Florence Avenue	0.727	C	0.853	D			0.863	D	0.010	No
11. Compton Avenue/ Nadeau Street	0.638	B	0.659	B			0.674	B	0.015	No
12. Alameda Street/ Nadeau Street	0.850	D	0.880	D			0.898	E	0.018	No
13. Santa Fe Avenue/ Nadeau Street	0.756	C	0.782	C			0.785	C	0.003	No

* Unsignalized Intersection. Table shows level of service and delay for this intersection.
 ** The Highway Capacity Manual method shows saturation of volumes at this intersection due to Project traffic. At these levels of congestion, the formula becomes unstable and the output average delay is over 100 seconds.

Based on the County of Los Angeles guidelines for determination of significant traffic impacts, Project traffic would cause significant impacts at one study intersection – Alameda Street/Florence Avenue - in the weekday p.m. peak period. No significant impacts would be created during the weekday a.m. peak period.

Potential mitigation measures for this significant impact are discussed in Section 9 of this report.



6. Future (2005) Ambient Growth + Related Projects

In order to define a list of related projects for this scenario, Katz, Okitsu & Associates identified census tracts that are located within 1.5 miles of the Project site. The list of census tracts was sent to staff at Los Angeles County Regional Planning to obtain a list of pending development applications in the study area. Trip generation for these projects was utilized to simulate future period conditions with both general area ambient traffic growth and related project traffic.

Related Projects Trip Generation

From the list of pending development received from Los Angeles County, Katz, Okitsu & Associates identified those projects for which applications have been filed within the last three years. The list was further reduced through the elimination of applications for projects that would result in continued operation of existing uses, and applications that did not involve an intensification of land use or floor area totals.

Traffic from these potential projects was added to the Traffix analysis program to simulate future conditions with both ambient growth and related project volumes at the study intersections. The analysis of LOS at the study intersections during this analysis scenario is discussed later in this report section. The related projects analyzed in this study scenario are listed in Table 9.

The peak-hour volumes generated by the related projects at the study intersections are illustrated in Figure 13 (a.m. peak hour) and Figure 14 (p.m. peak hour).



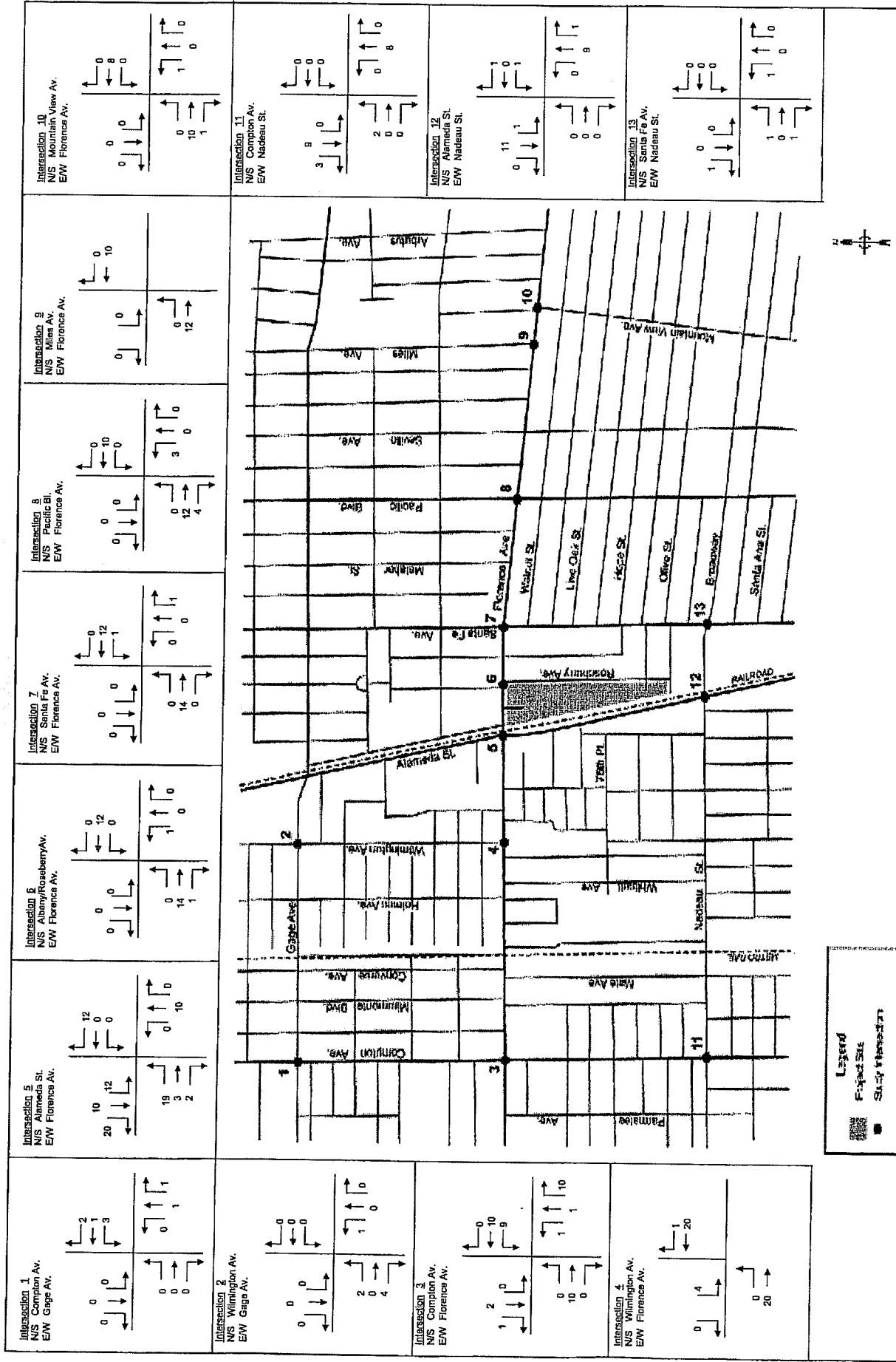
Table 9 - Related Projects

FLOOR AREA (SQ.FT.) OR # OF UNITS												
ID	DESCRIPTION	LOCATION	LAND USE	UNITS	DAILY TRIPS	AM PEAK TOTAL	AM PEAK IN	AM PEAK OUT	PM PEAK TOTAL	PM PEAK IN		
1	Gas Station with Mini Mart	1800 East Slausen Avenue	ITE 845 - Gas/Serv Station with Conv. Market	Fueling Positions	1,953	121	60	61	161	80		
2	Multi-family residential in two duplexes	8610 Beach Street	ITE 224 - Rental Townhouse *	Res. Units	30	3	1	2	3	2		
3	Single-Family Residential, Semi-Detached	1500-1600 Gage Avenue	ITE 230 - Resid. Condo/ Townhouse	Res. Units	188	14	2	12	17	12		
4	Wireless Facility in Previous Retail Space	2282 East Firestone Boulevard	ITE 814 - Specialty Retail **	K Sq.Ft.	-28	-4	-2	-2	-2	-1		
5	Residential Units in Commercial Zone	7713 Compton Avenue	ITE 220 - Apartment	Res. Units	20	2	0	2	2	1		
6	Retail Store, "98 Cents" in vacant building	8610 South Graham Avenue	ITE 815 - Free-Stdg. Discount Store	K Sq.Ft.	283	5	3	2	21	11		
TOTAL TRIP GENERATION:					2,446	141	64	77	202	105		

* As ITE does not provide a daily trip generation rate for this type of land use, the peak period rate was multiplied by a factor of 10 to formulate the daily trip total.

* As ITE does not provide an a.m. peak trip generation rate for this type of land use, the "a.m. peak of generator" rate utilized.

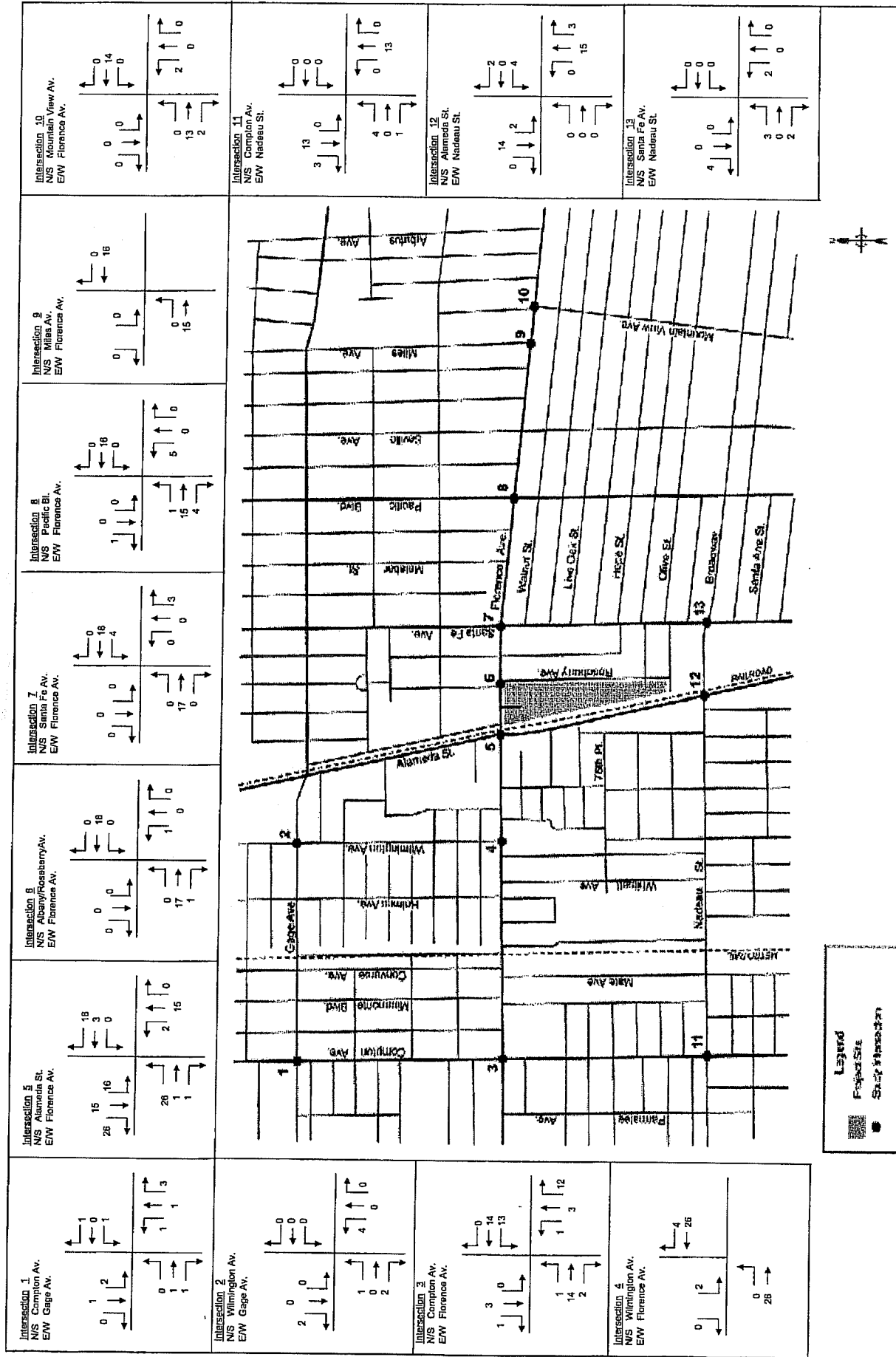




Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

Alameda/Florence Commercial Center

Figure 13
 AM Peak Hour Related Project Trips



Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

Alameda/Florence Commercial Center

Figure 14
PM Peak Hour Related Project Trips

Level of Service Analysis

Traffic from related projects (projects pending construction or completion) was added to future ambient traffic growth in this scenario. Trip generation from the related projects was discussed earlier in this section, and ambient growth was discussed in Section 3 of this report. Table 10 summarizes the results of the analysis of this scenario. Bolded text indicates a worsened level of service, versus future conditions without traffic from related projects.

**Table 10 –
Peak Hour Intersection Operations –
Future (2005) Ambient Growth + Related Projects**

Intersection	AM Peak		PM Peak	
	ICU value (V/C)	LOS	ICU value (V/C)	LOS
1. Compton Avenue/Gage Avenue	0.499	A	0.630	B
2. Wilmington Avenue/Gage Avenue	0.477	A	0.526	A
3. Compton Avenue/Florence Avenue	0.645	B	0.824	D
4. Wilmington Avenue/Florence Avenue *	34.0 sec.	D	31.8 sec.	D
5. Alameda Street/Florence Avenue	0.804	D	0.891	D
6. Albany-Roseberry/Florence Avenue * **	25.9 sec.	D	40.4 sec.	E
7. Santa Fe Avenue/Florence Avenue	0.650	B	0.821	D
8. Pacific Boulevard/Florence Avenue	0.577	A	0.872	D
9. Miles Avenue/Florence Avenue	0.622	B	0.627	B
10. Mountain View Avenue/Florence Avenue	0.623	B	0.859	D
11. Compton Avenue/Nadeau Street	0.616	B	0.666	B
12. Alameda Street/Nadeau Street	0.822	D	0.887	D
13. Santa Fe Avenue/Nadeau Street	0.738	C	0.786	C

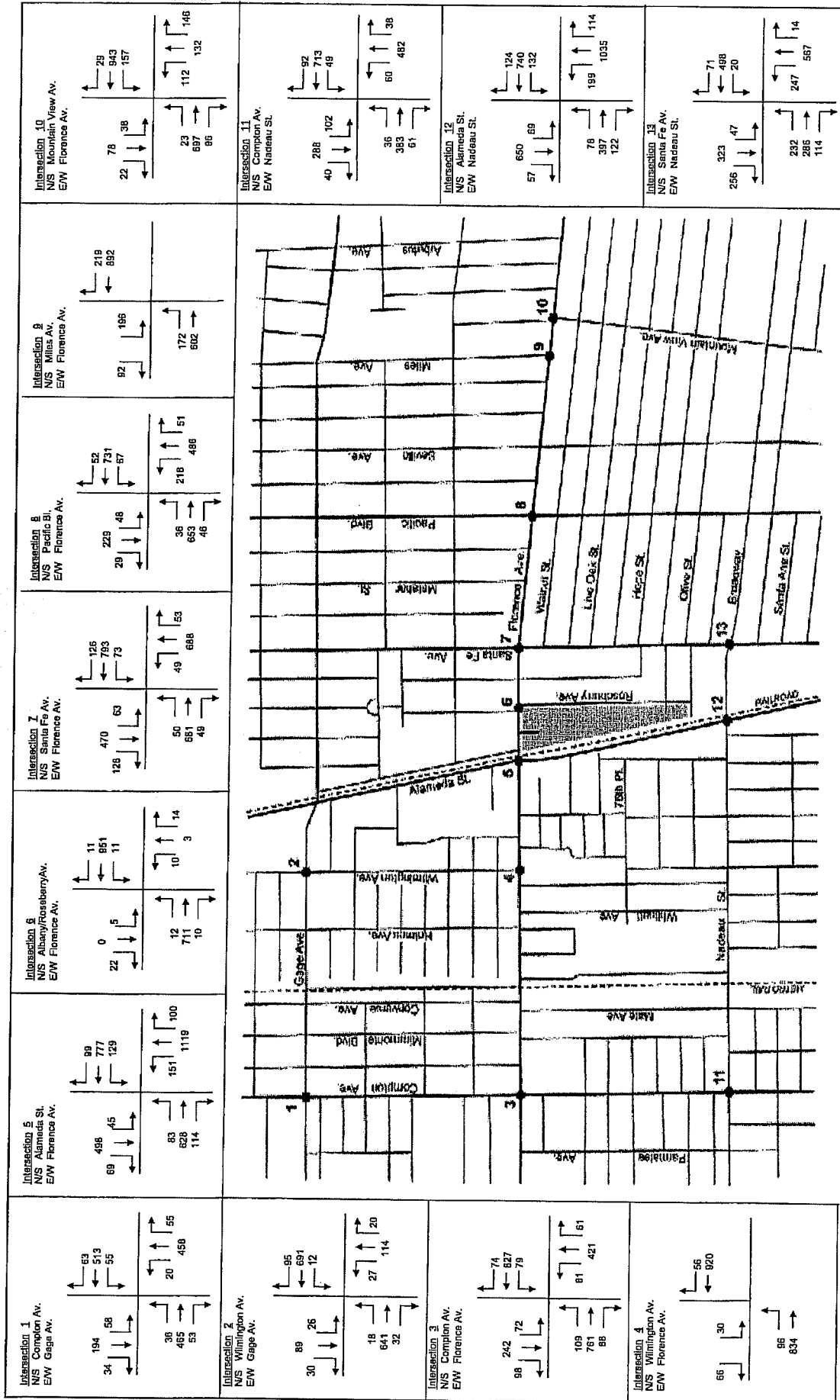
* Unsignalized Intersection. Table shows level of service and delay for this intersection.

** Highway Capacity Manual shows saturation of volumes at this intersection. At these levels of congestion, the formula becomes unstable and the output average delay is over 100 seconds.

As indicated by the bold text in Table 10, traffic from related projects worsens level of service at one study intersection. Level of service is worsened from 'C' to 'D' in the a.m. peak period at the intersection of Alameda Street/Florence Avenue.

The peak-hour traffic volumes from this analysis are provided in Figure 15 (a.m. peak) and Figure 16 (p.m. peak). Appendix F contains the worksheets used for this analysis.

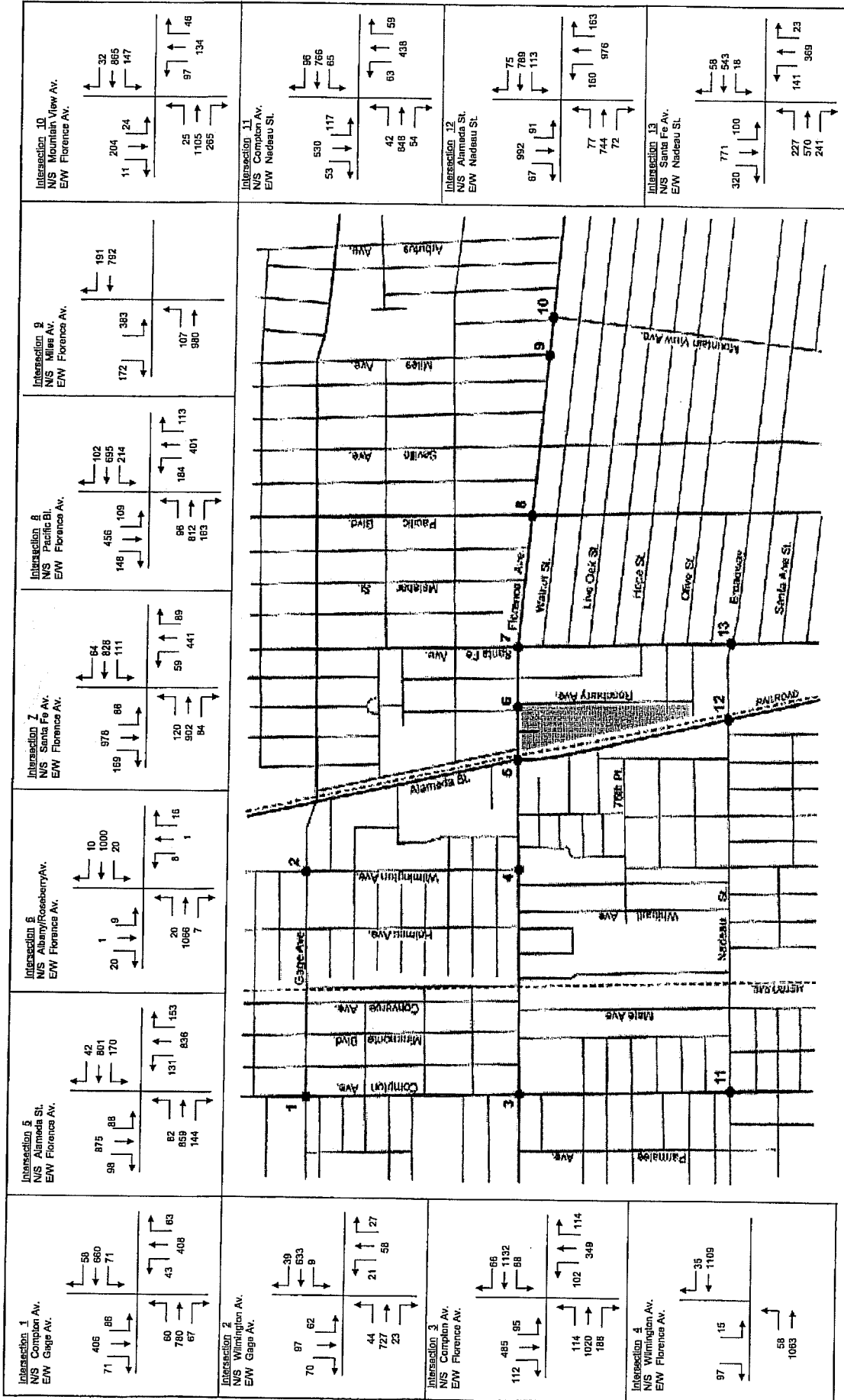




Legend

- Proposed Site
- Safety Intersection





Legend

Project SNE

Study Area



7. Future (2005) Ambient Growth + Related Projects + Project Conditions

This report section documents future (year 2005) traffic conditions at the study area intersections, with the addition of ambient growth, proposed Project trips, and related project trips. Ambient growth rates utilized for the period between 2003 and 2005 were defined in Section 3 of this report. Trip generation from related projects was defined in Section 6 of this report. Project trip generation was defined in Section 4 of this report.

Level of Service Analysis

A level of service analysis was conducted for this scenario. Table 11 summarizes the results of this analysis. Bold text indicates where Project traffic would cause worsened level of service.

**Table 11 –
Peak Hour Intersection Operations –
Future (2005) Ambient Growth + Related Projects + Project**

Intersection	AM Peak		PM Peak	
	ICU value (V/C)	LOS	ICU value (V/C)	LOS
1. Compton Avenue/Gage Avenue	0.502	A	0.642	B
2. Wilmington Avenue/Gage Avenue	0.480	A	0.544	A
3. Compton Avenue/Florence Avenue	0.649	B	0.834	D
4. Wilmington Avenue/Florence Avenue *	38.8 sec.	E	+100 sec.	F
5. Alameda Street/Florence Avenue	0.808	D	0.929	E
6. Albany-Roseberry/Florence Avenue * **	28.3 sec.	D	+100 sec.	F
7. Santa Fe Avenue/Florence Avenue	0.653	B	0.835	D
8. Pacific Boulevard/Florence Avenue	0.588	A	0.888	D
9. Miles Avenue/Florence Avenue	0.624	B	0.638	B
10. Mountain View Avenue/Florence Avenue	0.625	B	0.869	D
11. Compton Avenue/Nadeau Street	0.618	B	0.680	B
12. Alameda Street/Nadeau Street	0.827	D	0.905	E
13. Santa Fe Avenue/Nadeau Street	0.738	C	0.788	C

* Unsignalized Intersection. Table shows level of service and delay for this intersection.

** Highway Capacity Manual shows saturation of volumes at this intersection. At these levels of congestion, the formula becomes unstable and the output average delay is over 100 seconds.

The bold text in Table 11 indicates that Project traffic would worsen the level of service at three study intersections in the p.m. peak period:



- Wilmington Avenue/Florence Avenue – worsens from LOS D to F
- Alameda Street/Florence Avenue – worsens from LOS D to E
- Albany Street-Roseberry Avenue/Florence Avenue – worsens from E to F
- Alameda Street/Nadeau Street – worsens from LOS D to E

Significance of impacts due to Project traffic is discussed later in this report section.

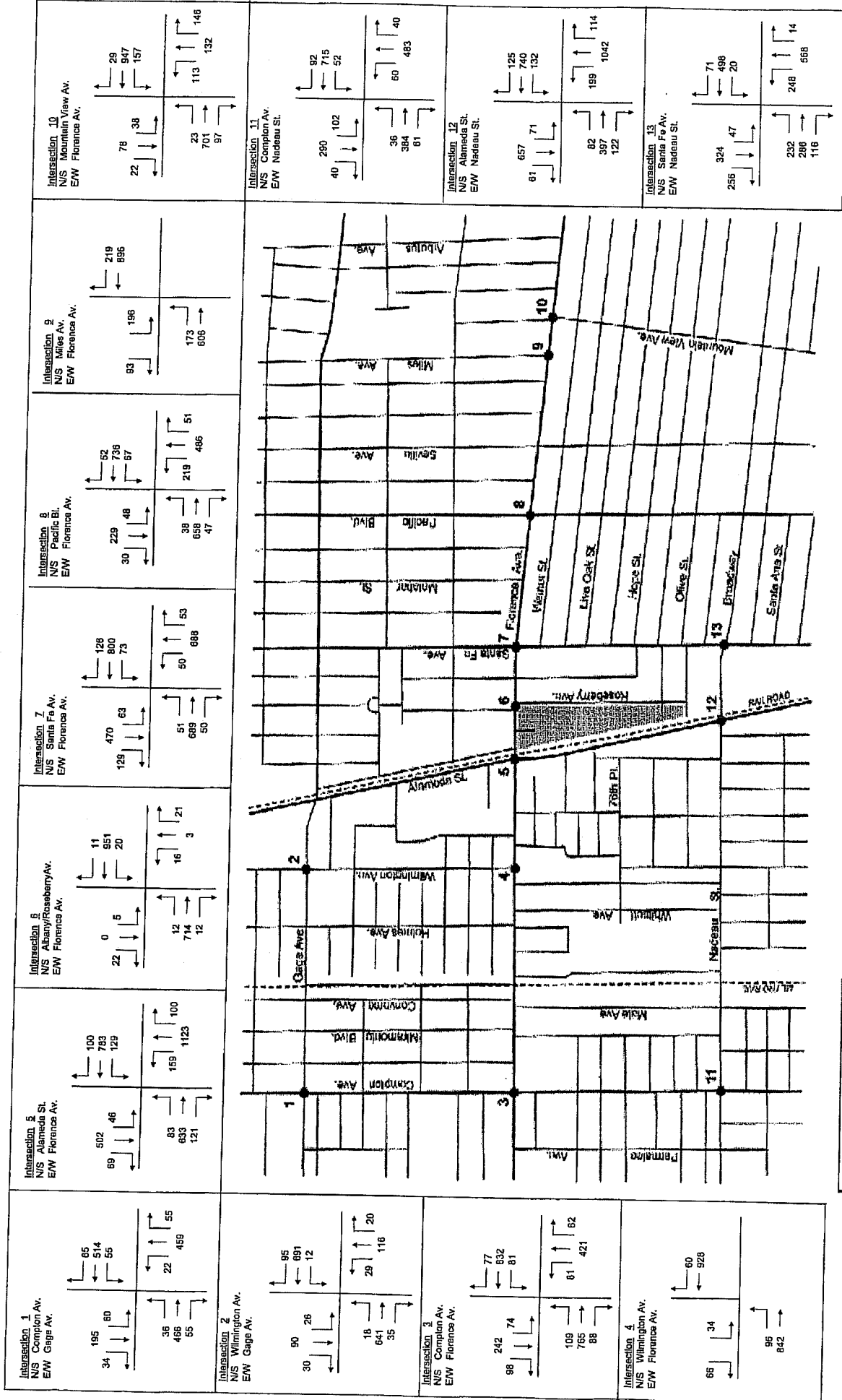
The intersection of Wilmington Avenue/Florence Avenue has a major roadway (Florence) and a minor roadway (Wilmington). At this intersection, the p.m. peak level of service 'F' is primarily caused by the delay to motorists heading south on Wilmington Avenue. To a lesser extent, the poor level of service is also caused by the eastbound left turn movements that must yield to westbound traffic on Florence Avenue.

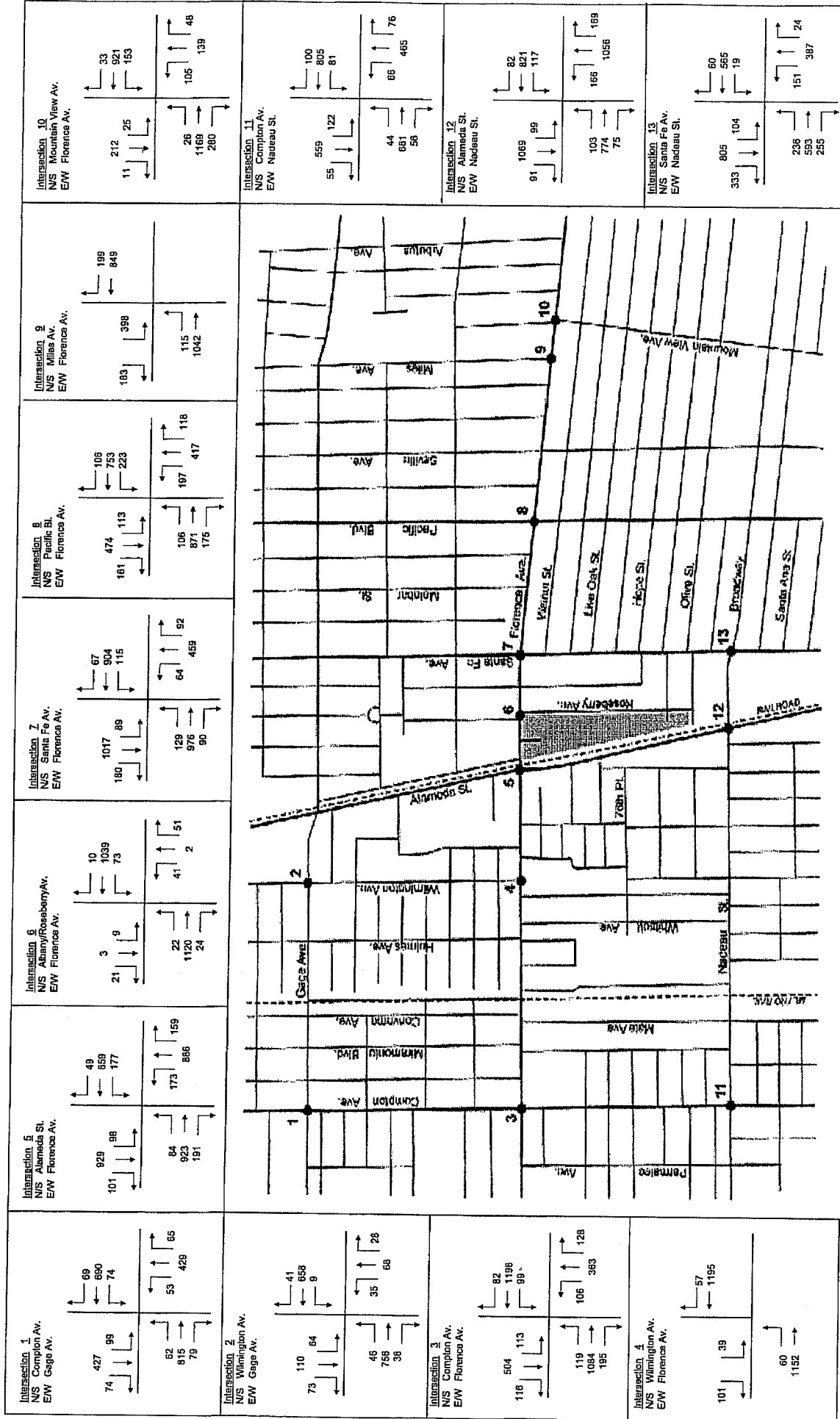
The intersection of Albany Street-Roseberry Avenue/Florence Avenue is an offset intersection with a major roadway (Florence) and two minor roadways (Roseberry on the south and to the east, and Albany Street on the north and to the west). At this intersection, the p.m. peak level of service 'F' is primarily caused by the delay to motorists at the approaches to Florence Avenue from the minor streets. To a lesser extent, the poor level of service is also caused by left turn movements from the Florence Avenue approaches that must yield to oncoming traffic from the opposite direction.

The poor level of service at the unsignalized study intersections cannot be improved with physical improvements such as lane additions. The addition of lanes to the minor approaches (side streets) of these intersections would provide marginal improvements, but cannot be accomplished with existing roadway widths and buildout of adjacent parcels. Analysis of traffic signal warrants at these two locations is discussed in Section 9 of this report.

The peak hour traffic volumes analyzed in this scenario are illustrated in Figure 17 (a.m. peak) and Figure 18 (p.m. peak). Appendix F contains the level of service analysis worksheets for this scenario.







Legend

- Project Site
- Study Intersection



Significant Project Traffic Impacts

From the results of the analysis of future conditions + related projects in Section 6 of this report, and the trip generation of related projects defined earlier in this report section, the County of Los Angeles traffic impact standards were used to determine if any of the study intersections would be impacted by Project traffic. A summary of this analysis is provided in Table 12 (a.m. peak) and Table 13 (p.m. peak).

The determination of significant Project traffic impacts was done by subtracting the ICU value in the "Future (2005) + Growth" column from the ICU value in the "Future (2005) + Growth + Related + Project" column. This provides a "cumulative impact" calculation – impacts are based on traffic from both the related/area projects and the Project. The results of these calculations are shown in the "Difference" column of the significant impact tables. If a significant Project impact was found, a "yes" result was entered in the right column of the tables.

Table 12 – Significant Traffic Impacts – AM Peak Hour

Weekday AM Peak Hour - With Related Projects										
	Existing (2003) Conditions		Future (2005) + Growth		Future (2005) + Growth + Related		Future (2005) + Growth + Related + Project		Diff.	Signif?
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1. Compton Avenue/ Gage Avenue	0.475	A	0.498	A	0.499	A	0.502	A	0.004	No
2. Wilmington Avenue/ Gage Avenue	0.461	A	0.475	A	0.477	A	0.480	A	0.005	No
3. Compton Avenue/ Florence Avenue	0.618	B	0.639	B	0.645	B	0.649	B	0.010	No
4. Wilmington Avenue/ Florence Avenue *	26.1 sec.	D	29.1 sec.	D	34.0 sec.	D	38.8 sec.	E	-	-
5. Alameda Street/ Florence Avenue	0.748	C	0.774	C	0.804	D	0.808	D	0.034	No
6. Albany Street-Roseberry Avenue/ Florence Avenue *	23.4 sec.	C	25.2 sec.	D	25.9 sec.	D	28.3 sec.	D	-	-
7. Santa Fe Avenue/ Florence Avenue	0.625	B	0.646	B	0.650	B	0.653	B	0.007	No
8. Pacific Boulevard/ Florence Avenue	0.552	A	0.579	A	0.577	A	0.588	A	0.009	No
9. Miles Avenue/ Florence Avenue	0.593	A	0.619	B	0.622	B	0.624	B	0.005	No
10. Mountain View Avenue/ Florence Avenue	0.570	A	0.619	B	0.623	B	0.625	B	0.006	No
11. Compton Avenue/ Nadeau Street	0.593	A	0.612	B	0.616	B	0.618	B	0.006	No
12. Alameda Street/ Nadeau Street	0.789	C	0.817	D	0.822	D	0.827	D	0.010	No
13. Santa Fe Avenue/ Nadeau Street	0.711	C	0.735	C	0.738	C	0.738	C	0.003	No

* Unsignalized Intersection. Table shows level of service and delay for this intersection.



Table 13 – Significant Traffic Impacts – PM Peak Hour

Weekday PM Peak Hour - With Related Projects										
	Existing (2003) Conditions		Future (2005) + Growth		Future (2005) + Growth + Related		Future (2005) + Growth + Related + Project		Diff.	Signif?
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1. Compton Avenue/ Gage Avenue	0.606	B	0.626	B	0.630	B	0.642	B	0.016	No
2. Wilmington Avenue/ Gage Avenue	0.505	A	0.522	A	0.526	A	0.544	A	0.022	No
3. Compton Avenue/ Florence Avenue	0.789	C	0.817	D	0.824	D	0.834	D	0.017	No
4. Wilmington Avenue/ Florence Avenue * **	24.5 sec.	C	27.4 sec.	D	31.8 sec.	D	+100 sec.	F	-	-
5. Alameda Street/ Florence Avenue	0.846	D	0.876	D	0.891	D	0.929	E	0.053	Yes
6. Albany Street-Roseberry Avenue/ Florence Avenue * **	34.4 sec.	D	38.6 sec.	E	40.4 sec.	E	+100 sec.	F	-	-
7. Santa Fe Avenue/ Florence Avenue	0.786	C	0.813	D	0.821	D	0.835	D	0.022	Yes
8. Pacific Boulevard/ Florence Avenue	0.833	D	0.862	D	0.872	D	0.888	D	0.026	Yes
9. Miles Avenue/ Florence Avenue	0.589	A	0.622	B	0.627	B	0.638	B	0.016	No
10. Mountain View Avenue/ Florence Avenue	0.727	C	0.853	D	0.859	D	0.869	D	0.016	No
11. Compton Avenue/ Nadeau Street	0.638	B	0.659	B	0.666	B	0.680	B	0.021	No
12. Alameda Street/ Nadeau Street	0.850	D	0.880	D	0.887	D	0.905	E	0.025	Yes
13. Santa Fe Avenue/ Nadeau Street	0.756	C	0.782	C	0.786	C	0.788	C	0.006	No

* Unsignalized Intersection. Table shows level of service and delay for this intersection.
 ** The Highway Capacity Manual method shows saturation of volumes at this intersection due to Project traffic. At these levels of congestion, the formula becomes unstable and the output average delay is over 100 seconds.

Based on the County of Los Angeles guidelines for determination of significant traffic impacts, cumulative traffic (related projects + Project) would cause significant impacts at four study intersections in the weekday p.m. peak period – Alameda Street/Florence Avenue, Santa Fe Avenue/Florence Avenue, Pacific Boulevard/Florence Avenue, and Alameda Street/Nadeau Street. No significant impacts would be created during the weekday a.m. peak period.

The analysis of ambient growth + Project trips, summarized in Section 5 of this report, determined that Project-only traffic would impact one intersection – Alameda Street/Florence Avenue.

Potential mitigation measures for significant impacts are discussed in Section 9 of this report.



8. On-Site Parking

This section provides a review of the parking demand likely to be generated by the proposed Project, versus the planned supply designated in the current site plan.

Parking Code

Parking demand for this analysis is based on the Los Angeles County Code. The following text from the Code defines requirements for on-site parking for commercial uses. The Code provides different rates for offices and general commercial uses (such as the proposed shopping center use).

22.52.1100 Commercial areas.

Except as otherwise provided in this Part 11, every lot or parcel of land which is used for a use permitted in Zone C-3 but not permitted in Zone R-4- () U, except an electrical substation or similar public utility in which there are no offices or other places visited by the public, shall provide an area of sufficient size so that it contains one automobile parking space plus adequate access thereto for each 250 square feet of floor area of any building or structure so used. Except for medical offices, the preceding provisions shall not apply to business and professional offices, which shall instead provide an area of sufficient size so that it contains one automobile parking space plus adequate access thereto for each 400 square feet of floor area of any building or structure so used. (Ord. 92-0026 § 1, 1992: Ord. 90-0155 § 2, 1990: Ord. 88-0156 § 2, 1988: Ord. 83-0161 § 46, 1983: Ord. 1494 Ch. 7 Art. 3 § 703.18, 1927.)

Proposed On-Site Parking Versus Supply

Utilizing the County code excerpted above, the proposed shopping center use would require one space per 250 square feet of floor area. The proposed office use would require one space per 400 square feet of floor area. Using these standards, the following would constitute the parking requirements for the proposed Project:

Proposed Land Use	Floor Area	Parking Req.	Spaces Req.
Shopping Center	235,325	1/250 sq.ft.	942
General Office	14,000	1/400 sq.ft.	35
TOTAL SPACES REQUIRED:			977

The proposed 1,153 on-site parking spaces are sufficient to meet the County parking standard.



9. Summary and Recommendations

Analysis Summary

- During the existing (year 2003) scenario, eight of the 13 study intersections operate at LOS C or better.
- During the future (year 2005) ambient growth scenario, the increase in traffic resulting from ambient traffic worsens operations to LOS D, E, or F at six study intersections.
- The proposed La Alameda commercial center contains approximately 232,000 square feet of commercial/retail space. It also contains 14,000 square feet of general office space on a second level of a retail building at the north end of the site.
- Based on analysis of trip generation, which included trip generation adjustments for existing uses, pass-by trips, and internal trip capture, total project trip generation would be 4,867 daily trips, 78 a.m. peak trips, and 417 p.m. peak trips.
- Project traffic would worsen operations to LOS D, E, or F at four study intersections in the p.m. peak period, with or without the inclusion of related project traffic.
- Project traffic (without cumulative traffic) would significantly impact one study intersection – Alameda Street/Florence Avenue - in the p.m. peak period.
- Cumulative (related/area projects+ Project) traffic would significantly impact four study intersections in the p.m. peak period.

Recommended Mitigations

The text that follows provides a summary of the mitigation analysis conducted at the significantly-impacted study intersections. Feasibility of mitigation measures was not studied in detail for this report. Feasibility was based on planning-level surveys of existing lane widths, overall roadway widths, and nearby structures and land uses. Engineering studies of potential study intersection improvements were not included in the scope of work for this report – such studies should be completed before final design and implementation of Project mitigation measures.

Alameda Street/Florence Avenue

Significant Project-only and cumulative traffic impacts at this study intersection cannot be mitigated with traditional approach reconfiguration or traffic signal improvement measures. Critical to the operations at this intersection are the northbound left turn, the southbound through movement, the eastbound through movement, and the westbound left turn. The provision of additional lanes for any of these movements would necessitate widening of the roadway and potential acquisition of additional right-of-way. The eight-phase signal that controls



the intersection cannot be improved beyond its current configuration to provide any additional capacity at the critical movement locations.

Project-only and cumulative traffic impacts would remain significant and unavoidable at this location if the Project was developed based on the current site plan.

Santa Fe Avenue/Florence Avenue

Significant Project-only and cumulative traffic impacts at this study intersection could be mitigated with traffic signal modifications. The addition of a northbound protected left turn phase to the existing traffic signal would be adequate as a mitigation measure for cumulative impacts.

Pacific Boulevard/Florence Avenue

Significant Project-only and cumulative traffic impacts at this study intersection cannot be mitigated with traditional traffic signal improvement measures. The intersection is currently controlled by an eight-phase traffic signal – all left turn movements have protected left-turn phases. A second northbound left turn lane could be provided to mitigate cumulative impacts at this location, but on-street parking would need to be removed to provide this improvement. Such parking removal would likely be necessary along Pacific Boulevard near the southeast, southwest, and northwest corners of the intersection.

Removal of on-street parking is considered infeasible for purposes of this report. Cumulative traffic impacts would remain significant and unavoidable at this location.

Alameda Street/Nadeau Street

Significant Project-only and cumulative traffic impacts at this study intersection cannot be mitigated with traditional traffic signal improvement measures. Roadway width would not be available for the potential improvement of an additional eastbound left-turn lane (protected signal phasing would also be necessary). The parcel at the southwest corner is primarily vacant – it is currently utilized for the storage of vehicles. To the southeast, however, is the location of the Alameda Corridor trench and an existing structure on an adjacent parcel.

Acquisition of property for widening, and modifications to the aerial structure over the Alameda Corridor facility, are considered infeasible mitigation measures for purposes of this report. Cumulative traffic impacts would remain significant and unavoidable at this location.



Table 14 – Recommended Mitigations and General Feasibility

Intersection	Recommended Mitigation	Feasible?
Alameda Street/ Florence Avenue	Addition of second westbound left turn lane and protected phasing	No – Widening of approaches not feasible with existing roadway width and approach geometry.
Santa Fe Avenue/ Florence Avenue	Addition of northbound protected left-turn phase	Yes – A left turn lane pocket exists at this location.
Pacific Boulevard/ Florence Avenue	Addition of second northbound left turn lane, related phasing changes	No – Mitigation measure would require extensive removal of on-street parking and roadway restriping on Pacific Boulevard in the vicinity of the intersection.
Alameda Street/ Nadeau Street	Second eastbound left and protected phasing	No – Roadway width for additional lane not available. Southwest corner parcel is mostly vacant, utilized for storage of vehicles. To the southeast, however, lies the Alameda Corridor and an existing structure. .

Analysis of Mitigation Measure

A feasible mitigation measure for cumulative impacts in the p.m. peak period could be implemented at the intersection of Santa Fe Avenue/Florence Avenue. There is no cumulative impact in the a.m. peak period. Table 15 provides a summary of the effects of this mitigation measure on cumulative traffic conditions. Cumulative impacts would be removed at this location with the proposed mitigation measure.

Table 15 – Analysis of Mitigation Measure

Intersection	AM Peak			PM Peak		
	With-Project ICU/ Delay & LOS	Post-Mitigation ICU/Delay & LOS	Impact Remains?	With-Project ICU/ Delay & LOS	Post-Mitigation ICU/Delay & LOS	Impact Remains?
Santa Fe Avenue/ Florence Avenue	0.653 / B	0.614 / B	No	0.835 / D	0.821 / D	No

Project Fair-Share

The County of Los Angeles traffic study guidelines allow for a fair-share calculation to be utilized to determine a particular project's fair-share contribution to cumulative traffic impacts. Table 16 provides a summary of the Project's fair-share percentage at each of the intersections that would be impacted by cumulative traffic. The p.m. peak period – the more intense peak period, in terms of traffic volumes – was utilized for this analysis.



Table 16 – Project Fair-Share Calculations

Location	Peak-hour Traffic volume - from Project	Peak-hour Traffic volume - from cumulative projects & Project	Project Percentage Share
Alameda Street/ Florence Avenue	187	305	61.3%
Santa Fe Avenue/ Florence Avenue	97	139	69.8%
Pacific Boulevard/ Florence Avenue	85	125	68.0%
Alameda Street/ Nadeau Street	129	172	75.0%

Traffic Signal Warrants

An signal warrant analysis was conducted of the unsignalized study intersections, per guidelines in the Manual of Uniform Traffic Control Devices (MUTCD 2000, Section 4C.04) and the California supplement to the MUTCD.

Installation of a new traffic signal is commonly justified when all warrants examined are met. The table below shows a summary of the signal warrant analysis for the unsignalized study intersections. The two Project periods were examined - ambient growth + Project and ambient growth + related projects + Project.

Table 14 indicates that all three peak-hour warrants are met (noted as “succeed” in the table) at the Wilmington/Florence intersection with trips from both related projects and the Project. Without related project traffic (“Growth Only”), all three warrants are not met. Therefore, it is recommended that a fair-share contribution be provided to Los Angeles County for future installation of the traffic signal at this location. The signal is not warranted until the related projects and the Project itself have been constructed, and all are operational.

Table 14 indicates that all three peak-hour warrants are not met at the Albany-Roseberry/Florence with or without Project traffic. However, for purposes of general operations, it is recommended that a signal be installed at this location in conjunction with construction of access improvements.



Table 14 – Signal Warrant Analysis

Scenario (PM Peak Period)		Signal Warrant 1 – Vehicle Hours	Signal Warrant 2 – Approach Volume	Signal Warrant 3 – Total Volume
<i>Wilmington/Florence</i>				
Growth Only	w/o Project	Fail	Succeed	Succeed
	with Project	Fail	Succeed	Succeed
Growth + Related Projects	w/o Project	Fail	Succeed	Succeed
	with Project	Succeed	Succeed	Succeed
<i>Albany-Roseberry/Florence</i>				
Growth Only	w/o Project	Fail	Fail	Succeed
	with Project	Succeed	Fail	Succeed
Growth + Related Projects	w/o Project	Fail	Fail	Succeed
	with Project	Succeed	Fail	Succeed

Site Plan Recommendations**Truck Loading Bays**

At the "Major A" and "Major B" tenant locations on the site plan, truck loading bays would have direct access to the remaining northern stub of Roseberry Avenue. The roadway should be striped so that traffic traveling between the residential alley at the south end of the roadway stub and Florence Avenue would not be in conflict with parked trucks at the loading bays. Loading access should be designed so that trucks stay clear of the striped roadway lanes while parked within bays.

Entrance Design

At the proposed northern Alameda Street driveway, drivers would turn left or right immediately upon entering the site. The dimensions of the Project site create difficulties for site layout. The typical entrance driveway that continues straight to an access road in front of the primary retail uses would be difficult to provide for the Project site. As there are multiple access driveways for the site (four total), there would not likely be excessive volumes at any one driveway. Excessive vehicle queues at the northern Alameda entrance driveway would not be likely, based on peak-hour volumes expected at this location. There would be 64 inbound trips at this driveway during the p.m. peak hour, which roughly equates to an average of one car per minute.

General Design

The project should be designed to meet County standards for parking lot and driveway layout.



10. Congestion Management Plan Conformance

This section demonstrates the conformance of this traffic study to the procedures mandated by the County of Los Angeles Congestion Management Program.

The Congestion Management Program (CMP) was created statewide from the approval of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed Project will add 50 or more vehicle trips during either AM or PM weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the Project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

Alameda Street is the only CMP route within the Project study area. The closest CMP volume monitoring point ("station") is at Alameda Street/Slauson Boulevard. Volumes at this location are monitored and reported by the City of Huntington Park.

The Project will add less than 150 trips to this roadway and the monitoring facility, during either the a.m. or p.m. peak hour. Therefore, no further CMP analysis is warranted.



Appendix D

Noise Calculations

ROADWAY TRAFFIC NOISE

Project: Florence & Alameda
Date: 27-Jan-04

Project No. 98-3041

Roadway: Alameda - Florence to Nadeau

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Hard
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 22,002 vehicles
Ambient Growth Factor: 2.0%
Future Year : 2005
Total Project Volume (ADT): 4808 vehicles
Total Cumulative Growth Volume (ADT): 2446 vehicles
Source of Traffic Data: ITE trip Generation

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	96.0%	99.0%	96.6%
Medium Truck	2.0%	0.5%	1.7%
Heavy Truck	2.0%	0.5%	1.6%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	40	40	40
Medium Truck	40	40	40
Heavy Truck	40	40	40

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Florence & Alameda
Date: 27-Jan-04

Project No. 98-3041

Roadway: Alameda - Florence to Nadeau

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline		Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55	
Existing	70.6 dBA	#N/A	54	117	253	544	
Existing + Project	71.2 dBA	#N/A	60	130	281	605	
Future with Ambient Growth	70.6 dBA	#N/A	55	119	256	551	
Future with Ambient Growth and Project	71.3 dBA	#N/A	61	132	284	612	
Future with Ambient Growth and Cumulative Projects	71.1 dBA	#N/A	59	127	273	589	
Future with Ambient, Cumulative, and Project Growth	71.7 dBA	#N/A	65	139	301	647	

Change in Noise Levels

Due to Project	0.7 dBA
Due to Ambient Growth	0.1 dBA
Due to Ambient and Cumulative	0.5 dBA
Due to All Future Growth	1.1 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline		Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55	
Existing	71.0 dBA	#N/A	58	126	271	585	
Existing + Project	71.7 dBA	#N/A	65	140	302	651	
Future with Ambient Growth	71.1 dBA	#N/A	59	128	275	593	
Future with Ambient Growth and Project	71.8 dBA	#N/A	66	142	306	659	
Future with Ambient Growth and Cumulative Projects	71.5 dBA	#N/A	63	136	294	633	
Future with Ambient, Cumulative, and Project Growth	72.2 dBA	26	70	150	324	697	

Change in Noise Levels

Due to Project	0.7 dBA
Due to Ambient Growth	0.1 dBA
Due to Ambient and Cumulative	0.5 dBA
Due to All Future Growth	1.1 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Florence & Alameda
Date: 27-Jan-04

Project No. 98-3041

Roadway: Florence - Alameda to Santa Fe

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Hard
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 30,615 vehicles
Ambient Growth Factor: 2.0%
Future Year : 2005
Total Project Volume (ADT): 4808 vehicles
Total Cumulative Growth Volume (ADT): 2446 vehicles
Source of Traffic Data: ITE trip Generation

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	96.0%	99.0%	96.5%
Medium Truck	2.0%	0.5%	1.8%
Heavy Truck	2.0%	0.5%	1.7%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Florence & Alameda
Date: 27-Jan-04

Project No. 98-3041

Roadway: Florence - Alameda to Santa Fe

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	70.5 dBA	#N/A	54	116	251	541
Existing + Project	71.0 dBA	#N/A	58	125	270	582
Future with Ambient Growth	70.6 dBA	#N/A	55	118	254	548
Future with Ambient Growth and Project	71.1 dBA	#N/A	59	127	273	589
Future with Ambient Growth and Cumulative Projects	70.9 dBA	#N/A	57	124	267	575
Future with Ambient, Cumulative, and Project Growth	71.4 dBA	#N/A	62	133	286	615
Change in Noise Levels						
Due to Project	0.5 dBA					
Due to Ambient Growth	0.1 dBA					
Due to Ambient and Cumulative	0.4 dBA					
Due to All Future Growth	0.8 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	71.0 dBA	#N/A	58	125	269	579
Existing + Project	71.5 dBA	#N/A	62	135	290	625
Future with Ambient Growth	71.0 dBA	#N/A	59	126	272	587
Future with Ambient Growth and Project	71.5 dBA	#N/A	63	136	293	632
Future with Ambient Growth and Cumulative Projects	71.4 dBA	#N/A	62	133	286	616
Future with Ambient, Cumulative, and Project Growth	71.8 dBA	#N/A	66	142	306	660
Change in Noise Levels						
Due to Project	0.5 dBA					
Due to Ambient Growth	0.1 dBA					
Due to Ambient and Cumulative	0.4 dBA					
Due to All Future Growth	0.9 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Florence & Alameda
Date: 27-Jan-04

Project No. 98-3041

Roadway: Santa Fe - Florence to Nadeau

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM

Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Hard
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 26,425 vehicles
Ambient Growth Factor: 2.0%
Future Year : 2005
Total Project Volume (ADT): 4808 vehicles
Total Cumulative Growth Volume (ADT): 2446 vehicles
Source of Traffic Data: ITE trip Generation, LA County Public Works Department

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	96.0%	99.0%	96.5%
Medium Truck	2.0%	0.5%	1.8%
Heavy Truck	2.0%	0.5%	1.7%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Florence & Alameda
Date: 27-Jan-04

Project No. 98-3041

Roadway: Santa Fe - Florence to Nadeau

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	69.9 dBA	#N/A	49	106	228	490
Existing + Project	70.4 dBA	#N/A	53	115	248	534
Future with Ambient Growth	70.0 dBA	#N/A	50	107	231	497
Future with Ambient Growth and Project	70.5 dBA	#N/A	54	116	251	540
Future with Ambient Growth and Cumulative Projects	70.3 dBA	#N/A	52	113	244	525
Future with Ambient, Cumulative, and Project Growth	70.8 dBA	#N/A	57	122	263	567

Change in Noise Levels

Due to Project	0.6 dBA
Due to Ambient Growth	0.1 dBA
Due to Ambient and Cumulative	0.4 dBA
Due to All Future Growth	0.9 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	70.3 dBA	#N/A	53	113	244	525
Existing + Project	70.9 dBA	#N/A	57	123	266	573
Future with Ambient Growth	70.4 dBA	#N/A	53	115	247	532
Future with Ambient Growth and Project	71.0 dBA	#N/A	58	125	269	579
Future with Ambient Growth and Cumulative Projects	70.8 dBA	#N/A	56	121	261	562
Future with Ambient, Cumulative, and Project Growth	71.3 dBA	#N/A	61	131	282	609

Change in Noise Levels

Due to Project	0.6 dBA
Due to Ambient Growth	0.1 dBA
Due to Ambient and Cumulative	0.4 dBA
Due to All Future Growth	1.0 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Florence & Alameda
Date: 27-Jan-04

Project No. 98-3041

Roadway: Nadeau - Alameda to Santa Fe

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Hard
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 20,360 vehicles
Ambient Growth Factor: 2.0%
Future Year : 2005
Total Project Volume (ADT): 4808 vehicles
Total Cumulative Growth Volume (ADT): 2446 vehicles
Source of Traffic Data: ITE trip Generation, LA County Public Works Department

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	96.0%	99.0%	96.7%
Medium Truck	2.0%	0.5%	1.7%
Heavy Truck	2.0%	0.5%	1.6%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Florence & Alameda
Date: 27-Jan-04

Project No. 98-3041

Roadway: Nadeau - Alameda to Santa Fe

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline		Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55	
Existing	68.7 dBA	#N/A	37	89	191	412	
Existing + Project	69.4 dBA	#N/A	44	99	213	459	
Future with Ambient Growth	68.8 dBA	#N/A	38	90	194	417	
Future with Ambient Growth and Project	69.5 dBA	#N/A	45	100	216	464	
Future with Ambient Growth and Cumulative Projects	69.3 dBA	#N/A	42	96	208	448	
Future with Ambient, Cumulative, and Project Growth	69.9 dBA	#N/A	49	106	229	493	

Change in Noise Levels

Due to Project	0.7 dBA
Due to Ambient Growth	0.1 dBA
Due to Ambient and Cumulative	0.5 dBA
Due to All Future Growth	1.2 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline		Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55	
Existing	69.2 dBA	#N/A	41	95	205	441	
Existing + Project	69.9 dBA	#N/A	49	106	229	493	
Future with Ambient Growth	69.3 dBA	#N/A	42	96	208	447	
Future with Ambient Growth and Project	70.0 dBA	#N/A	50	107	231	499	
Future with Ambient Growth and Cumulative Projects	69.7 dBA	#N/A	47	103	223	480	
Future with Ambient, Cumulative, and Project Growth	70.4 dBA	#N/A	53	114	246	530	

Change in Noise Levels

Due to Project	0.7 dBA
Due to Ambient Growth	0.1 dBA
Due to Ambient and Cumulative	0.5 dBA
Due to All Future Growth	1.2 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Florence Alameda
Date: 22-Jan-04

Project No. 98-3041

Roadway: Roseberry south of Florence

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM

Distance to Receptor: 30 feet
Site Condition (Hard or Soft): Hard
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 510 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2005
Total Project Volume (ADT): 1840 vehicles
Total Cumulative Growth Volume (ADT): 20 vehicles
Source of Traffic Data: Traffic Study

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	90.0%	94.2%	94.2%
Medium Truck	5.0%	4.6%	4.6%
Heavy Truck	5.0%	1.2%	1.2%

Source: Assumed given land use and road characteristics.

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	75.0%	20.0%	5.0%
Medium Truck	90.0%	9.0%	1.0%
Heavy Truck	90.0%	9.0%	1.0%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	75.0%	20.0%	5.0%
Medium Truck	90.0%	9.0%	1.0%
Heavy Truck	90.0%	9.0%	1.0%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Florence Alameda
Date: 22-Jan-04

Project No. 98-3041

Roadway: Roseberry south of Florence

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 30 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	52.4 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Existing + Project	57.4 dBA	#N/A	#N/A	#N/A	#N/A	44
Future with Ambient Growth	52.4 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient Growth and Project	57.4 dBA	#N/A	#N/A	#N/A	#N/A	44
Future with Ambient Growth and Cumulative Projects	52.5 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient, Cumulative, and Project Growth	57.5 dBA	#N/A	#N/A	#N/A	#N/A	44
Change in Noise Levels						
Due to Project	5.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.1 dBA					
Due to All Future Growth	5.1 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 30 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	53.3 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Existing + Project	58.3 dBA	#N/A	#N/A	#N/A	#N/A	50
Future with Ambient Growth	53.3 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient Growth and Project	58.3 dBA	#N/A	#N/A	#N/A	#N/A	50
Future with Ambient Growth and Cumulative Projects	53.4 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient, Cumulative, and Project Growth	58.4 dBA	#N/A	#N/A	#N/A	#N/A	50
Change in Noise Levels						
Due to Project	5.1 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.1 dBA					
Due to All Future Growth	5.1 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

Appendix E

Air Quality Calculations

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\florence-alameda-new.urb
 Project Name: Florence-Alameda
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2005 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	415.84	21.05	57.76	0.34	30.50	0.50	30.00

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	1.57	2.03	35.00	0.02	0.14	0.05	0.09

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.33	2.35	2.10	0.00	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	57.14	80.79	759.43	0.66	64.88

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	57.47	83.13	761.53	0.66	64.89

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\florence-alameda-new.urb
 Project Name: Florence-Alameda
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Summer)

Construction Start Month and Year: June, 2005
 Construction Duration: 12
 Total Land Use Area to be Developed: 18.3 acres
 Maximum Acreage Disturbed Per Day: 3 acres
 Single Family Units: 0 Multi-Family Units: 0
 Retail/Office/Institutional/Industrial Square Footage: 246000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2005***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	6.14	-	6.14
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	1.10	21.05	4.13	0.34	0.59	0.50	0.09
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	1.10	21.05	4.13	0.34	6.73	0.50	6.23
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	30.00	-	30.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	30.00	0.00	30.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	1.60	2.05	35.32	0.02	0.14	0.05	0.09
Arch Coatings Off-Gas	413.73	-	-	-	-	-	-
Arch Coatings Worker Trips	1.06	1.75	28.88	0.02	0.13	0.04	0.09
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	415.84	3.50	57.76	0.04	0.26	0.08	0.18
Max lbs/day all phases	415.84	21.05	57.76	0.34	30.50	0.50	30.00
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	1.57	2.03	35.00	0.02	0.14	0.05	0.09
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	1.57	2.03	35.00	0.02	0.14	0.05	0.09
Max lbs/day all phases	1.57	2.03	35.00	0.02	0.14	0.05	0.09

Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Jun '05

Phase 1 Duration: 0.6 months

Building Volume Total (cubic feet): 1462690

Building Volume Daily (cubic feet): 14626.9

On-Road Truck Travel (VMT): 813

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
-----	------	------------	-------------	-----------

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '05

Phase 2 Duration: 1.2 months

On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
-----	------	------------	-------------	-----------

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '05

Phase 3 Duration: 10.2 months

Start Month/Year for SubPhase Building: Apr '05

SubPhase Building Duration: 10.2 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
-----	------	------------	-------------	-----------

Start Month/Year for SubPhase Architectural Coatings: Apr '05

SubPhase Architectural Coatings Duration: 1 months

Start Month/Year for SubPhase Asphalt: Apr '05

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
-----	------	------------	-------------	-----------

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.17	2.34	0.93	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.16	0.01	1.17	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.33	2.35	2.10	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Regnl shop. center	55.59	78.74	739.66	0.65	63.20
General office building	1.55	2.04	19.76	0.02	1.68
TOTAL EMISSIONS (lbs/day)	57.14	80.79	759.43	0.66	64.88

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Regnl shop. center	32.06 trips / 1000 sq. ft.	232.00	7,439.01
General office building	11.00 trips / 1000 sq. ft.	14.00	154.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.30	97.10	0.60
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.50	1.90	96.80	1.30
Med Truck 5,751- 8,500	6.80	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.30	0.00	0.00	100.00
Motor Home	1.40	14.30	78.60	7.10

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Regnl shop. center	2.0	1.0	97.0
General office building	35.0	17.5	47.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Changes made to the default values for Area

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2005.

The operational winter selection item changed from 3 to 2.

The operational summer temperature changed from 90 to 85.

The operational summer selection item changed from 8 to 6.

The travel mode environment settings changed from both to: none

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\florence-alameda-removed.urb
Project Name: Florence-Alameda-removed uses
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.12	1.66	0.67	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.33	0.02	2.35	0.00	0.01
Consumer Prdcts	0.05	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.50	1.69	3.01	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	0.11	0.13	1.36	0.00	0.10
Fast food rest. w/o drive	15.33	22.37	216.39	0.17	16.73
General office building	0.76	1.07	10.57	0.01	0.81
Warehouse	7.01	7.39	71.24	0.06	5.51
General light industry	0.94	1.15	11.55	0.01	0.89
TOTAL EMISSIONS (lbs/day)	24.16	32.11	311.11	0.24	24.04

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	10.00 trips / dwelling units	1.00	10.00
Fast food rest. w/o drive	716.00 trips / 1000 sq. ft.	2.68	1,920.31
General office building	34.00 trips / 1000 sq. ft.	2.20	74.63
Warehouse	4.96 trips / 1000 sq. ft.	130.81	648.84
General light industry	7.00 trips / 1000 sq. ft.	10.58	74.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Fast food rest. w/o drive thru	5.0	2.5	92.5
General office building	35.0	17.5	47.5
Warehouse	2.0	1.0	97.0
General light industry	50.0	25.0	25.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

The operational winter selection item changed from 3 to 2.

The operational summer temperature changed from 90 to 85.

The operational summer selection item changed from 8 to 6.

The double counting internal work trip limit changed from to 2.

The double counting shopping trip limit changed from to 3.7.

The double counting other trip limit changed from to 4.3.

Appendix F

Responses to Comments on the Draft EIR



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

June 16, 2005

IN REPLY PLEASE
REFER TO FILE: LD-0

①

Mr. Donald Dean
Environmental Officer
Community Development Commission
Block Grant Division
2 Coral Circle
Monterey Park, CA 91755

Dear Mr. Dean

**RESPONSE TO DRAFT
ENVIRONMENTAL IMPACT REPORT
FLORENECE AND LA ALAMEDA
COMMERCIAL DEVELOPMENT PROJECT**

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) for the Florence and La Alameda Commercial Development Project. The traffic study in the DEIR was submitted directly to Public Works for review, and we are currently reviewing the revisions. We will provide our recommendations directly to your consultant when we have completed our review.

If you have any questions regarding these comments, please contact Ms. Clarice Nash at (626) 458-5910.

Very truly yours,

DONALD L. WOLFE
Acting Director of Public Works

A handwritten signature in black ink, appearing to read "Rossana D'Antonio", is written over a horizontal line.

ROSSANA D'ANTONIO
Assistant Division Engineer
Land Development Division

CRN:jmw
P:\CEQA\CLARICE\DEIR4Florence_LAlameda.doc

Letter 1

COMMENTOR: Rosanna D'Antonio, Assistant Division Engineer, County of Los Angeles
Department of Public Works

DATE: June 16, 2005

RESPONSE:

The commenter states that the Los Angeles County Public Works Department is currently reviewing the traffic study and will provide recommendations when their review is completed. No response is necessary.

MARGARET DONNELLAN TODD
COUNTY LIBRARIAN

June 15, 2005

2

TO: Donald Dean, Environmental Officer
Community Development Commission of the County of Los Angeles

FROM: Malou Rubio
Head, Staff Services

SUBJECT: **FLORENCE AND LA ALAMEDA COMMERCIAL DEVELOPMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT**

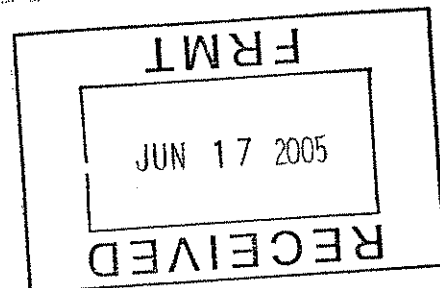
This is in response to your invitation to submit comments on the Draft Environmental Impact Report for the Florence and La Alameda Commercial Development Project. The County of Los Angeles Public Library has reviewed the document and determined that this project will not have an impact on library services.

If you have any questions or require additional information regarding this matter, please contact Malaisha Hughes at (562) 940-8455.

MR:MH:mh

U:\STAFFSERVICES\DEVELOPER FEE\EIR\Florence - Alameda Commercial Development Project.doc

c: David Flint, Public Library, Assistant Director, Finance and Planning



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Letter 2

COMMENTOR: Malou, Rubio, Head, Staff Services, County of Los Angeles Public Library

DATE: June 15, 2005

RESPONSE:

The commenter indicates that the proposed project would not have an impact on library services. No response is necessary.

Florence & Alameda Commercial Center EIR Findings and Statement of Overriding Considerations

Findings of Fact

The following findings must be made in order to approve and certify the Final Environmental Impact Report (EIR) for the Florence & Alameda Commercial Center:

1. The EIR contains all of the mandatory contents of Environmental Impact Reports, as contained in Section 21000-21177, of the California State Public Resources Code. In addition, all of the procedures for preparation and review of Environmental Impact Reports required by Article 7 of the State CEQA Guidelines have been complied with.

It can be found that the EIR for the Florence & Alameda Commercial Center has been prepared in compliance with CEQA. Los Angeles County Community Development Commission (LACDC) staff reviewed the document for accuracy, consistency, and completeness prior to its release for public review. Therefore, it is found that the EIR document reflects the independent judgment of the LACDC.

2. Pursuant to Section 15091 of the State CEQA Guidelines:

“No public agency shall approve or carry out a project for which an Environmental Impact Report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- 1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

The following environmental impact findings on specific environmental issues must be made in order to approve the project:

- a. Traffic and Circulation

- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make

infeasible the mitigation measures or project alternatives identified in the Final EIR.

Project operation would increase traffic levels on the local circulation system, resulting in a significant impact under County of Los Angeles standards at the Alameda Street/Florence Avenue intersection. In addition, cumulative traffic (related projects + the proposed project) would cause significant impacts at four study intersections in the p.m. peak period:

- *Alameda Street/Florence Avenue*
- *Santa Fe Avenue/Florence Avenue*
- *Pacific Boulevard/Florence Avenue*
- *Alameda Street/Nadeau Street*

As discussed in the Final EIR, the only measure that could mitigate the project impact at the Alameda Street/Florence Avenue intersection is the provision of additional lanes for the critical movements. However, this would necessitate widening of the roadway and potential acquisition of additional right-of-way. The eight-phase signal that controls the intersection cannot be improved beyond its current configuration to provide any additional capacity at the critical movement locations. Therefore, no feasible mitigation is available that could mitigate this impact and the impact at that location is considered unavoidably significant.

The Final EIR includes the following mitigation measure for the cumulative impact at the Santa Fe Avenue/Florence Avenue intersection:

T-4 Santa Fe Avenue/Florence Avenue. A northbound protected left-turn phase shall be added to the existing traffic signal at the Santa Fe Avenue/Florence Avenue intersection.

However, as with the project impact at the Alameda Street/Florence Avenue intersection, no feasible mitigation is available for three intersections that would experience significant cumulative impacts; therefore, cumulative impacts at those three locations are considered unavoidably significant.

Based on the above facts, it can be found that:

All feasible mitigation has been incorporated and would reduce the cumulative impact at the Santa Fe Avenue/Florence Avenue intersection to a less than significant level. However, no feasible mitigation measures are available for the significant project impact at the Alameda Street/Florence Avenue intersection or for the significant cumulative impacts at the Alameda Street/Florence Avenue, Pacific Boulevard/Florence Avenue, or Alameda Street/Nadeau Street intersections. Technical considerations make the mitigation of traffic and circulation impacts infeasible, pursuant to Section 15091(a)(3) of the CEQA Guidelines.

b. Noise

- 1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Project construction would intermittently generate high noise levels on and adjacent to the site. This may affect sensitive receptors near the project site. In addition, noise generated by truck deliveries, parking lot activity, and onsite circulation of motor vehicles associated with the project would be audible periodically at nearby residences and could exceed County noise ordinance standards if such events occur at night.

The Final EIR includes the following mitigation measures to address the project's construction noise impacts:

- N-1(a) Construction Hours.** Construction activities at the site shall be limited to weekdays, between the hours of 7:00 a.m. to 7:00 p.m.
- N-1(b) Diesel Equipment Specifications.** All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.
- N-1(c) Electrical Power.** Electrical power shall be used to run air compressors and similar power tools.

In addition, the Final EIR includes the following measures to mitigate potential noise impacts associated with loading dock activity:

- N-3(a) Loading Dock Barriers.** To ensure that loading dock operations do not generate noise exceeding applicable noise standards, all loading bays on the east side of the site shall include solid block walls not less than 8 feet in height between the loading bay and the adjacent residences.
- N-3(b) Time Restrictions.** To minimize noise disturbance due to onsite activity, onsite trash pickup services, street and parking lot sweeping, and truck deliveries shall be restricted to between the hours of 7:00 AM and 10:00 PM.

Based on the above facts, it can be found that:

All feasible and reasonable mitigation measures for impacts relating to noise have been identified in the Final EIR and are included in the Mitigation Monitoring and Reporting Program and Conditions of Approval for the project. The proposed mitigation measures will reduce impacts relating to noise to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

c. Air Quality

- 1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Project construction would result in temporary emissions of air pollutants. Emissions are expected to remain below SCAQMD thresholds; nevertheless, the Final EIR includes the

following mitigation measures to reduce construction-related emissions to the maximum degree feasible:

AQ 1(a) Dust Control. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust onsite as follows:

- During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
- During clearing, grading, earth moving, excavation, or transportation of cut or fill materials streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly.
- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
- Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

AQ 1(b) Construction Equipment Conditions. Construction equipment used onsite shall meet the following conditions in order to minimize NOx emissions:

- The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;
- Construction equipment must be maintained per manufacturer's specifications;
- Equipment shall be equipped with 2- to 4 degree engine timing retard or precombustion chamber engines;
- Catalytic converters shall be installed, if feasible;
- Diesel powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and
- NOx emissions during construction shall be reduced by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time.

AQ-1(c) Low VOC Coatings. The project applicant shall use low volative organic compound (VOC) architectural coatings in construction in accordance with SCAQMD Rule 1113 and shall coordinate with the SCAQMD to determine which coatings would reduce VOC emissions to the maximum degree feasible.

Based on the above facts, it can be found that:

All feasible and reasonable mitigation measures for air quality impacts have been identified in the Final EIR and are included in the Mitigation Monitoring and Reporting Program and Conditions of Approval for the project. The proposed mitigation measures

will reduce impacts relating to air quality to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

d. Historic, Cultural, and Archaeological Resources

- 1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

No archaeological resources have been identified on the project site; however, as yet undiscovered resources could potentially be present.

The Final EIR includes the following mitigation measure to address possible impacts to as yet undiscovered archaeological resources:

- No archaeological resources are known to be on the project site. However, in the event that archaeological resources are unearthed during project construction, all earth disturbing work within 50 meters of the find must be temporarily suspended until a qualified archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Gabriolino/Tongva representative should monitor any mitigation excavation associated with Native American materials. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.

Based on the above facts, it can be found that:

All feasible and reasonable mitigation measures for archaeological resource impacts have been identified in the Final EIR and are included in the Mitigation Monitoring and Reporting Program and Conditions of Approval for the project. The proposed mitigation measure will reduce impacts relating to archaeological resources to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

e. Alternatives

- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the Final EIR.

The Final EIR examines two alternatives to the proposed project, as described below.

Alternative 1 - No Project. This alternative assumes that the project is not constructed and that the project site continues to be maintained in its current industrial/commercial/residential use.

Alternative 2 - Reduced Project. The Reduced Project alternative would reduce the amount of retail and office space by 25%. This alternative would include approximately 174,000 square feet of retail and 10,500 square feet of office space, for a total floor area of 184,500 square feet. The purpose of this alternative is to partially address the unavoidably significant traffic impacts of the proposed project.

The No Project Alternative is considered environmentally superior overall, since no environmental impacts would occur. Alternative 2 can also be found to be environmentally superior to the proposed project because it would reduce, but not eliminate, the proposed project's unavoidably significant impacts with respect to traffic and circulation.

The No Project alternative is not considered a desirable alternative because it would leave the project site in its current condition and would not achieve the basic project objective of redeveloping a blighted area to provide an attractive, commercially viable shopping center.

Alternative 2 is physically feasible. However, the reduction in the size of the shopping center may render the project financially infeasible. In addition, Alternative 2 would not reduce the traffic and circulation impact to below a level of significance; therefore, traffic and circulation impacts would remain unavoidably significant.

Statement of Overriding Considerations

When a project results in significant unavoidable adverse effects, CEQA requires the decision-making body of the lead agency to balance the benefit of the project against its unavoidable adverse effects in determining whether to approve a project. If the lead agency approves a project with significant environmental effects, the lead agency is required to adopt a Statement of Overriding Considerations, pursuant to CEQA Guidelines Section 15093, describing specific reasons to support its action.

The Florence and Alameda Commercial Development Project will result in unavoidable adverse impacts related to traffic. The project benefits will include providing shopping access to residents in the area, creating approximately 750 full-time, permanent jobs for the community, and addressing blight conditions that currently exist at the project site. Because of the project's economic benefit to the community, the County has determined that the project benefits outweigh, and therefore override, the unavoidable traffic impacts.

Mitigation Monitoring Plan
Florence and Alameda Commercial Development Project

This section reflects the mitigation monitoring and reporting program requirements of Public Resources Code Section 21081.6 in accordance with CEQA Guidelines 15097:

“...In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.”

Mitigation Measure	Responsible Party	Monitoring Agency	Monitoring Timing
<p>1. Air Quality. Project construction would result in temporary emissions of air pollutants. Emissions are expected to remain below SCAQMD thresholds; nevertheless, the Final EIR includes the following mitigation measures to reduce construction-related emissions to the maximum degree feasible:</p> <p>Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust onsite as follows:</p> <ul style="list-style-type: none">• During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.• During clearing, grading, earth moving, excavation, or transportation of cut or fill materials streets and	Contractor	Community Development Commission	Construction

<p>sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly.</p> <ul style="list-style-type: none"> • During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. • Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. <p>Construction equipment used onsite shall meet the following conditions in order to minimize NOx emissions:</p> <ul style="list-style-type: none"> • The number of pieces of equipment operating simultaneously must be minimized through efficient management practices; • Construction equipment must be maintained per manufacturer's specifications; • Equipment shall be equipped with 2- to 4 degree engine timing retard or precombustion chamber engines; • Catalytic converters shall be installed, if feasible; • Diesel powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and • NOx emissions during construction shall be reduced by limiting the 			
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<p>operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time.</p> <p>The project applicant shall use low volatile organic compound (VOC) architectural coatings in construction in accordance with SCAQMD Rule 1113 and shall coordinate with the SCAQMD to determine which coatings would reduce VOC emissions to the maximum degree feasible.</p>			
<p>2. Traffic and Circulation. A northbound protected left-turn phase shall be added to the existing traffic signal at the Santa Fe Avenue/Florence Avenue intersection.</p>	Contractor	Community Development Commission	Design
<p>3. Noise. Project construction would intermittently generate high noise levels on and adjacent to the site. This may affect sensitive receptors near the project site. In addition, noise generated by truck deliveries, parking lot activity, and onsite circulation of motor vehicles associated with the project would be audible periodically at nearby residences and could exceed County noise ordinance standards if such events occur at night.</p> <p>The Final EIR includes the following mitigation measures to address the project's construction noise impacts:</p> <p>Construction activities at the site shall be limited to weekdays, between the hours of 7:00 a.m. to 7:00 p.m.</p> <p>All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.</p> <p>Electrical power shall be used to run air compressors and similar power tools.</p>	Contractor	Community Development Commission	Construction

<p>In addition, the Final EIR includes the following measures to mitigate potential noise impacts associated with loading dock activity:</p> <p>To ensure that loading dock operations do not generate noise exceeding applicable noise standards, all loading bays on the east side of the site shall include solid block walls not less than 8 feet in height between the loading bay and the adjacent residences.</p> <p>To minimize noise disturbance due to onsite activity, onsite trash pickup services, street and parking lot sweeping, and truck deliveries shall be restricted to between the hours of 7:00 AM and 10:00 PM.</p>			
<p>4. Historic, Cultural, and Archaeological Resources. No archaeological resources are known to be on the project site. However, in the event that archaeological resources are unearthed during project construction, all earth disturbing work within 50 meters of the find must be temporarily suspended until a qualified archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Gabrielino/Tongva representative should monitor any mitigation excavation associated with Native American materials. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.</p>	Contractor	Community Development Commission	Construction
<p>5. Additional Modifications: Minor</p>	Contractor/Operator	Community	Design,

changes to the mitigation measures required as a condition of funding approval are permitted, but can only be made with the approval of the Executive Director of the Community Development Commission of the County of Los Angeles. Any modifications must continue to satisfy the requirements of NEPA and CEQA, as determined by the County.		Development Commission	Pre-Construction, Construction and Operation
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